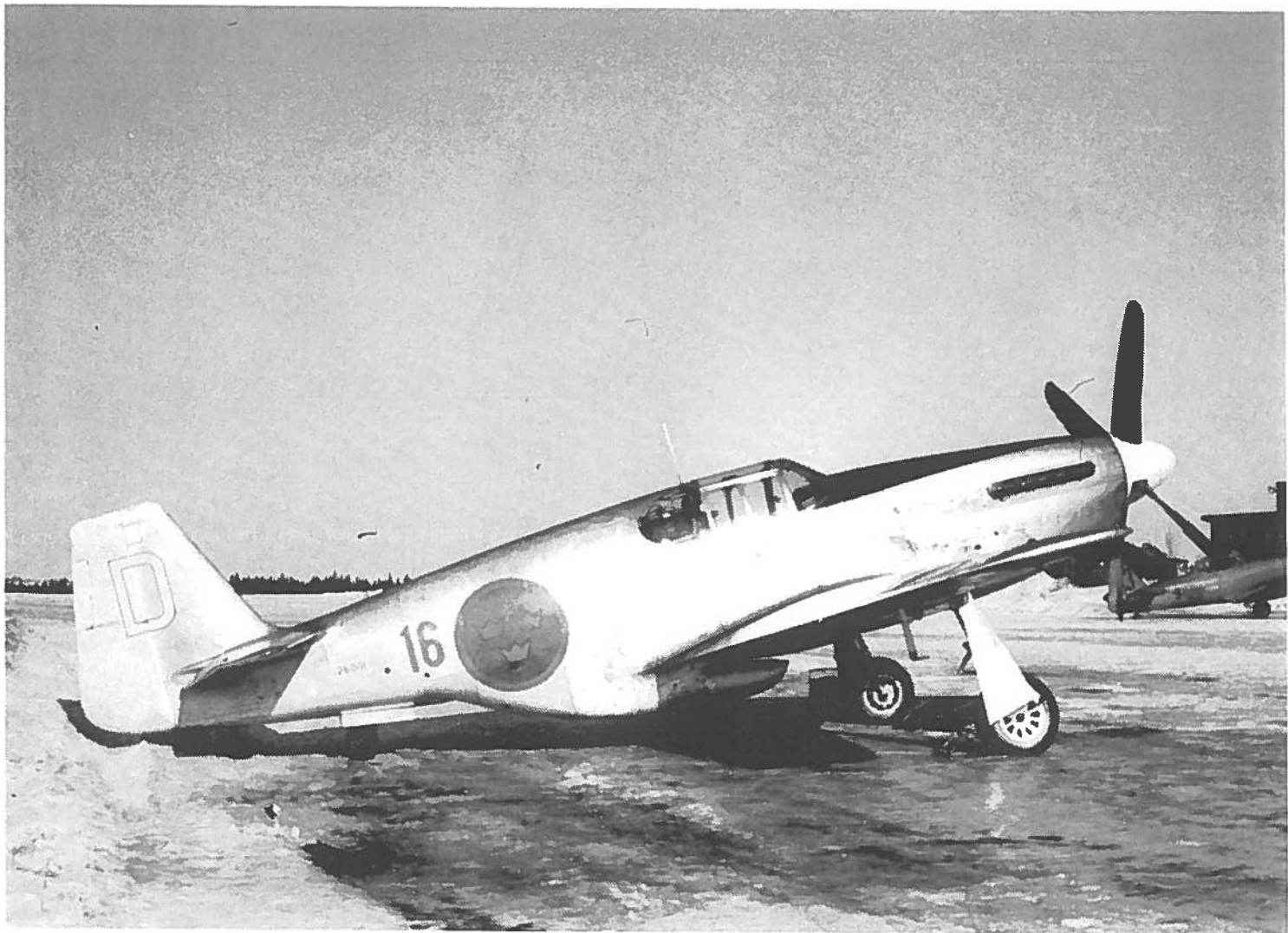


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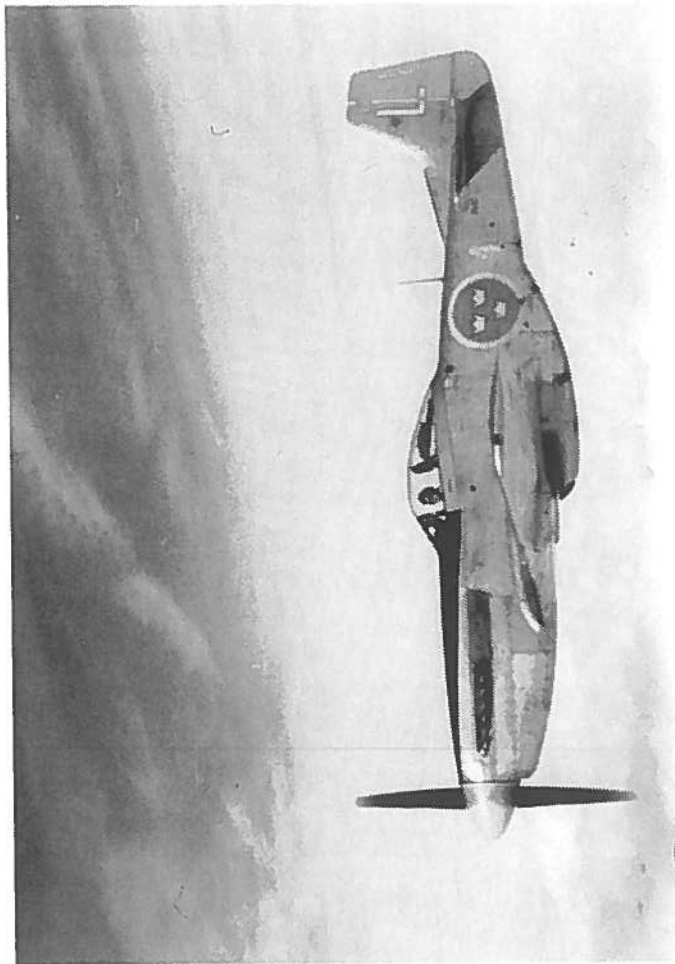
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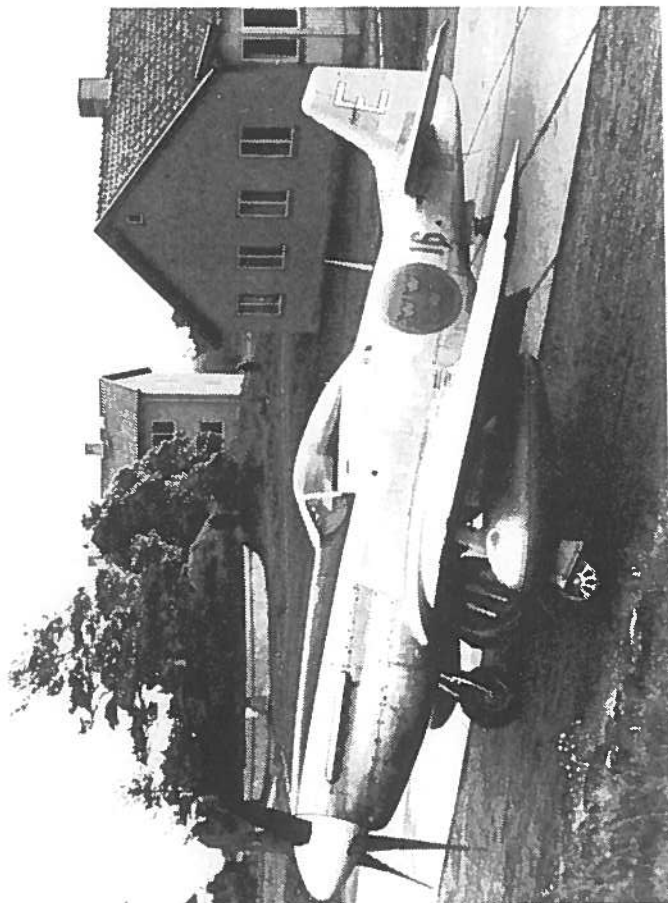


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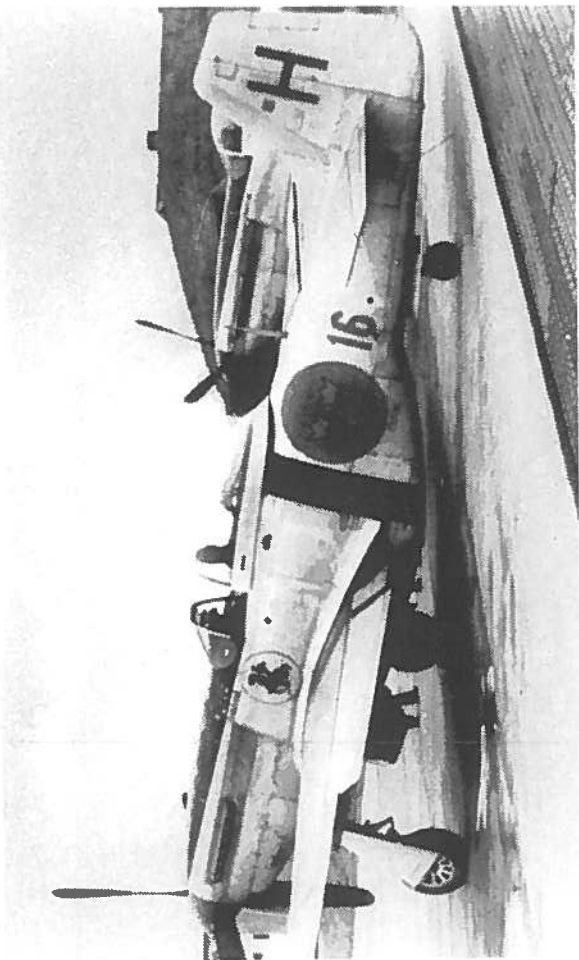


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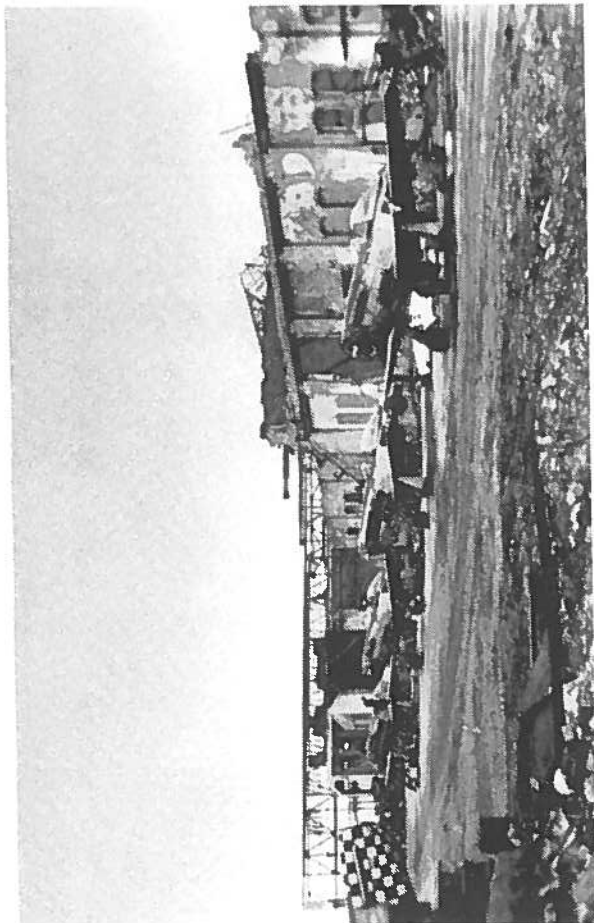


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small air forces observer

the newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFO is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$8.00 for 4 issues per year via surface mail. For air mail delivery, add \$7.25 for Europe and Latin America or \$9.50 for Asia, Africa, and Australia. New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify with your payment which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA. You can also have your bank transfer money directly to the SAFCH bank account: Routing # 3220-7021-3; Coast Saving and Loan, 137 Carmel Valley, 27845 Berwick Dr., Carmel, CA 93923; Credit to James V. Sanders, Account number 03105350.

BACK ISSUES: Either Back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of back issues and their costs, see the "SAFCH Sales Service" sheet in this issue. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$8.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Second class postage

paid at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

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IMPORTANT EDITORIAL

This coming 1 September marks the 50th anniversary of the beginning of World War Two. Since the small air forces sacrificed so much in this conflict, it is fitting that the SAFCH commemorate these events with a series of articles on the aircraft and operations of the small air forces in WWII.

This series will appropriately begin in the July and October issues with the story of the Polish Air Force in the September Campaign. Articles already on hand, authored by SAFCH members in Poland, will dispel many of the myths that have grown up over the years and will answer many of the questions regarding Polish AF markings and colors that have bothered enthusiasts and modelers for years. Other readers who would like to contribute to the story of the Polish AF in September 1939, should not hesitate to send in their manuscripts.

It is hoped that this series will continue with articles marking the 50th anniversaries of events in other countries. For example, our readers in Finland should consider contributing to the January 1990 issue with articles on the Winter War. The April 1990 issue could be devoted to Denmark and Norway, while the July 1990 issue could cover the Netherlands and Belgium, followed by Yugoslavia and Greece in April 1991. Other events should give the incentive to publish articles on Hungary, Romania, Bulgaria, Iraq, and the countries of the Far East.

At this time, only the articles on Poland are on hand. I will be writing to national groups affiliated with the SAFCH asking them to contribute to future issues. However, the success of this series will depend, as always, on the initiative of individual SAFO reader. Members in the effected countries should take it upon themselves to write articles for the SAFO and to get permission to translate relevant articles published locally. Any member willing to coordinate SAFCH activities in his country should write me for a list of SAFCH members in his country. Contributions from SAFCH members not living in the effected country can greatly expand the perspective of the coverage and are greatly encouraged.

COVER PHOTO: Following an article on Swiss Bf-109s in the January 1989 SAFO, our feature article in this issue describes another WWII classic aircraft in small-air-force service. The cover photo shows Mustang 26001 (white "D" of F16 Wing RSswAF. This Mustang was one of the aircraft interned in Sweden during WWII. It remained in Swedish service as a hack until 1952. (Sverre Larson)

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

2/88 (28 pages) "Singaporean Skyhawks" 6 pages including 7 side-view drawings and conversion information. "Singaporean Hunters" 3 pages including 4 side-view drawings. "Aeronavale - Part 2" one page with 4 side-view drawings (Seafire, Dauntless, Corsair, & Helldiver). "Armee de l'Air" one page with 2 side-view drawings of Spitfires. "Balkans 1940-41 Part 1 - Greece" 4 pages including 9 side-view drawings (Anson, Battle, Blenheim, S.79, P-24, MS-230, & Breguet 19). "Another MiG-21" one page with 2-view drawing of Nigerian aircraft. "Operation Jubilee - Part 2" 3 pages including 4 side-view drawings (Mustang I, Boston III, & Hurricane). "More Macchis" one page with 3-view drawings of RAAF aircraft. "Washington B.1 in the RAAF" 2 pages with side-view drawing. Photos: RAAF Tiger Moth & Alouette III.

3/88 (28 pages) "Sri Lankan Bell's" 2 pages with one side-view drawings and one 4-view drawing. "Balkans 1940-41 - Part 2 - Yugoslavia" 2-1/2 pages including 7 side-view drawings (Fury, S.79, Blenheim, Hurricane, Fi-156, Bu-131, & Breguet 19). "Coastal 'Copter" one with 5-view drawings of 'VH-BEE'. "El Buchon" 5 pages including 4-view drawing, 11 side-view drawings, & conversion information. "More Hurricanes" 2 pages including 3 side-view drawings & conversion information. "Barracuda Huey" 2 pages including 5-view drawing of RAAF aircraft. Photos: RAAF Canberra & Singapore Hunter.

NEWS AND VIEWS (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$ 20.00 surface or A25.00 air mail).

3/88 (28 pages) RAAF Bicentenary Issue "AFC Aircraft 1914-1919" 2 pages with 7 side-view drawings (Re-8, F2B, Pup, Snipe, Avro 504K, & Camel). "Hawker Demons" one page with 4 side-view drawings. "Fighter Squadrons of the RAAF in WWII - Part 6 - 3 Squadron P-40N and P-51" 3 pages including 9 side-view drawings. "Vampires in RAF and RAN Service" 7 pages including 7 side-view drawings and sketches of details. "RAAF in the Med - Part 3 - 458 Squadron" 4 pages including 4 side-view drawings of Wellingtons. "Early Canberras" 1-1/2 page with 2 side-view drawings. "Squirrel" 1/2 page with side-view drawing. "Hornet Update" 6 pages including 6 side-view drawings, sketches of details, and 4 photos.

4/88 (20 pages) "Austrian Aces - Part 4 - Thorold-Smith" one page with 3 side-view drawings of Spitfire. "Indonesian Beaver" 1/2 page with side-view drawing. "AFC Aircraft 1914-1919 - Part 2" 4 pages with 13 side-view drawings (Be-2a, Be-12a, Re-8, Elephant, 1-1/2 Strutter, Pup, Camel, Snipe, F2B, Avro 504K, LVG C-V, SE-5A, & HP O/400). "Military Otters" 3 pages with 4 side-view drawings (Argentina, RAAF, Panama, & Indonesia). "Miles Hawk Major" 1/2 page with side-view drawings of RAAF aircraft. "Photo T'Birds" one page with 3 side-view drawings (Turkey, Thailand, & Portugal).

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

4/88 (28 pages) "Der Falke van Feltre Frank Linke-Crawford" 5 pages including 2 photos, victory list, & 4 side-view drawings.

"Der Osterr. Luftstreitkräfte im Jahre 1938" 3 pages of tables and one side-view drawing of Ro-37.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US\$ 13.00, add \$3.00 for airmail, no personal checks accepted).

#71 Autumn 1988 (28 pages) "F-84F Thunderstreak in Belgian Service: Part I" 17 pages including 13 photos, drawings of 8 aircraft, and table of individual aircraft histories. "Souvenirs of Roger Dewever" 4 pages including 2 photos and drawings of Belgian Avro 504N, Hurricane, and Spitfire. Four photos (2 in color) of Belgian SV-4.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$7.00, but they prefer to receive kits or accessories. Send material to Antonio Pereira Linhares at the above address.)

14/4 (20 pages) "Brazilian AF Xavante" 5 pages including 9 side-view drawings and drawings of 6 squadron insignia.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

4/19 (24 pages) "Opening of the National Aviation Museum" 2 pages including 3 photos. "French DC-6B Waterbombers" 9 pages including 13 photos and 4 side-view drawings.

5/19 (24 pages) "Vacuforms from A to Z" a 2-page review of the companies whose kits are more-or-less readily available.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn O (01) 12 94 51; 4 issues for 90 Dkr surface, 100 Dkr airmail).

#42 (30 pages) "New hardware for the RDAF" 3 pages with 6 photos of things hanging on S-61, Lynx, & C-130.

ENGLAND

MAGAZINE (Neil Robertson, 16 Green St., Greasbrough, Rotherham, South Yorkshire, S61 4EF, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

6/88 (32 pages + 16 page Product Review Supplement) "Mosquito Variants - A Modeller's Guide" 6 pages including 11 side-view drawings. "Post-War French Schemes" 2 pages with 8 side-view drawings (Hurricane, Dauntless, Corsair, Helldiver, & Spitfires). "Spitfire Mk VIII and IX" one-page conversion article to support the new Altmark decals [which include decals for MkIXc MH712 WxOd of 302 (Polish) Squadron]. "Israeli F-15 No. 658 Typhoon" 1/2 page including side-view drawing. "Lo-Vis Gooney" 1/2 page of drawings of RAAF C-47.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

#18 Feb. '89 (24 pages) "Building the Fairey Hendon" 2 pages including 5 photos. "Sopwith Fl/3 Camel Night Fighters" 3 pages including 4 photos and 3 side-view drawings. "RAAF in the Mediterranean" 2 pages including 4 side-view drawings of Wellingtons.

WINDSOCK (10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY. Four issues per year; overseas £15.00; USA/Canada US from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505)

Last issue received: Winter 1988 4/4

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$20.00, add \$1.00 for airmail and \$1.50 for cashing personal check).

2/88 (20 pages) "Chinook" 2 pages with 2 photos (Libya & Iran). "Suhoj Su-7" 3 pages with 5 photos of details and 4 small side-view drawings of variants. "Grunau 9 ja SG 38" 3 pages including 3 photos of Finnish gliders. Photo: Finnish Hurricane.

4/88 (20 pages) "Finnish IL-28" 10 pages including 11 photos, 2 pages of sketches of interior details, and 1/72-scale 5-view drawings. "Mil Mi-1" one-page review of WK kit including side-view drawings of Finnish "HK-1" and photo of instrument panel. Three photos of Gladiators and Harts of the Swedish Volunteer Air Regiment with fanciful insignia applies for the return flight to Sweden.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#34 (44 pages) "Yak-3" 6 pages including 6 photos of interior details 20 side-view drawings of variants from Yak-1 to Yak-9P). "PZL-130 Orlik" 3 pages including cut-away drawing and 1/72-scale 3-view drawing. "LWS-3 Mewa" 4 pages of 1/72-scale drawings. "Photo Page" 4 photos of MiG-23 and 5 photos of Mi-24. "PZL P-45 Sum" 5 pages of 1/72-scale drawings (including the P-42). "Polish MiG-21" 6 pages including 6 photos and 9 side-view drawings. "Sukhoi Su-2" 5 pages including 3 photos, 1 side-view drawings, and 4 pages of 1/72-scale drawings. "Lawoczkin's Fighters" one page with side-view drawings of LaG-5 and La-5(F).

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

7/88 (30 pages) "New Release: 1/72-scale Junkers G-23/24" 2 pages on new kit with full-page 2-view drawing.

1/89 (300 pages) Kit review of 1/72 epoxy molded Udet U-12 from OFH.

HUNGARY

AERO HISTORIA (Kozlekedesi Muzeum, Budapest, Varosligeti krt. 11 Levelcim).

June 88 (52 pages) "The Ju-88 in Hungarian Service - Part 2" "A Rather Unknown Transport Aircraft: Fiat G-12 in Hungary" 11 pages including 13 photos and 3 side-view drawings. "Agricultural Po-2" 2 pages with 5-view drawing and pages of sketches of details. 8 pages including 3 photos. (Review copy courtesy Matthias Rothe.)

ITALY

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano; 4 issues L 40.000).

5/88 (32 pages) "Campini-Caproni (Part 2) 10 pages including 17 photos (3 in color), 1/100-scale drawings, and table of flights. "Savoia Marchetti S-66" 9 pages including 9 photos, 1/72-scale drawings, and table of

individual aircraft histories.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

11/88 (100 pages) Color photos: Swiss Mirage IIIRS 'R-2105' and Polish An-26 '1406'. "Aviation's Black Year" Italian air crashes in 1923 including 9 photos.

12/88 (100 pages) Color photos: Chinese A5-K Kong Yun '21092' and East German Mi-14 '654'. "A Well Protected Neutrality" 5 pages including 8 color photos and color drawings of 6 squadron insignia. "The Fiat of Finland" 4 pages including 6 color photos of activities at Valmet. "V/STOL for the Armada" 4 pages including 7 color photos of Spanish Harriers. "The SAAF's 50th Anniversary" 5 pages including 10 color photos.

1/89 (100 pages) Color photos: Oman Jaguar '207', Saudi Hawk, Kuwait AF DC-9 'KAF321', Czech Mi-8 '0803', Polish VIP Mi-8 '620'. "Stealth Bomber" 8 pages including 9 photos of Northrop flying wings. "Australian Bicentennial Air Show" 4 pages including 7 photos (Editor's note: can anyone provide scale drawings of Transavia Airtuck?) "BAE Hawk 200" 8 pages including 5 color photos (Saudi) and cutaway drawing. "Restoring a Fiat G-59" 5 pages including 12 photos. "Wings of the Carabinieri" 5 pages including 8 color photos. "In the Lair of the Cheetah" 4 pages including 7 color photos of SAAF-modified Mirage. "USAF in the Philippines" 3 pages including 6 color photos (Singapore Skyhawk & F-5F). "Rocket Plane for the Chasse" 6 pages including 10 photos and scale drawing of SO.9000/9050 Trident.

2/89 (100 pages) Color photos: Chile Mirage 50 '514' & Pillan '134'; Hungary MiG-17 '677', and Czech Mi-1 '4511' & Mi-2 '8-2910'. "I Maestri di Latina" 10 pages including 9 color photos of red SF-260. "Aviazione Sudafricana" 9 pages including 13 color photos. "Gli 'Amigos' di Matican" 3 pages including 4 color photos (Spanish C-101 & T-33). "Una Squadriglia Qualunque" 3 pages including 6 photos of Fiats and Pomilios.

SWITZERLAND

VIRUS PLASTICUS (IPMS-Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues 35 Sfr)

4/88 (32 pages) Nothing of small-air-force interest.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00).

#123 Feb. '89 (122 pages) "Siemens-Schuckert D.III" 18 pages including 4 pages of 1/20-scale drawings, 4 photos, and camouflage drawings of 4 aircraft. "Albatros D.I" 6 pages including a 2-page 1/16-scale drawing. "Burgess Pt II" 9 pages including 7 photos and scale drawing of Grahame-White 'New Baby'. "Curtiss Model M" 6 pages with 18 photos. "Curtiss Model T" 3 pages including 10 photos. "Koolhoven" 6 pages including 17 photos and small drawings of FK-1 to FK-25. "A German Vertical-Takeoff Proposal of 1917" 3 pages with 2 scale drawings. "Cockpit/Instruments" 9 pages of photos and drawings. Scale drawings: Boulton-Paul Bobolink & Etrich Type F. "Orenco" 2 pages with small 3-view drawings of 8 aircraft. "Sopwith" 2 pages with small 3-view drawings of 12 aircraft. "Fokker" 2 pages with small 3-view drawings of 11 aircraft.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

#9 Jan. '89 (76 pages) "Fokker Netherlands - Single Engine Planes of the 1920s" 16 pages including 26 photos and 11 small side-view drawings. "Fokker PW-5" 7 pages including 8 photos and drawings of details. "European Transport Aircraft" 3 pages with 9 photos. "Douglas DT-2" 8 pages with 12 photos and 1/96-scale drawings. "McCook/Wright Field P-Numbers - Part III" 5 pages including table and 13 photos. "Zenith Z-6A" 3 pages including 8 photos and small 3-view drawing. "Chronology Highlights 1936-1937" 4 pages including 6 photos. "Consolidated XPY-1" 2 pages including 2 photos.

OVER THE FRONT (League of the World War I Aviation Historians, PO Box 260327, Plano, TX 75026; 4 issues \$25.00 in US, overseas rates by request.)

Autumn 1988. "Reminiscences of a Fight Pilot" 19 pages including 15 photos. "Wounded in Action" 33 pages including 23 photos. "Richthofen's Aeroplanes and Victories" 12 pages including 3 photos and 9 2-view drawings. "Commanding the 11th" 15 pages including 6 photos. "Hawker's Own - No. 24 Squadron, RFC" 10 pages including table of casualties and 22 side-view drawings.

Winter 1988. "The War letters of von Tutschek" 22 pages including 13 photos and 3 2-view drawings. "Upstairs-Downstairs" 10 pages including 15 photos and one fold-out map. "Colorado's Only AEF Ace" 25 pages including 34 photos. "Henry Forster" 13 pages including 8 photos. "American Breguets - Part 2" 15 pages including 19 photos, 2 3-view drawings of color patterns, and 2 side-view drawings.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$7.00 for US, \$8.00 all others).

#70 March 1989 (16 pages) Nothing of small-air-force interest.

PACIFIC MODELEER (USA \$7.00, others \$8.00 from IPMS-Hawaii, PO Box 1941, Pearl City, HI)

#26 (24 pages) "The Fort Kan Crowd" 7 pages on the first aircraft in Hawaii including 5 photos and scale drawing of Curtiss Model G. "Raising Arizona" 4 pages on modeling the USS Arizona "as she is today" including 3 photos and a 2-page drawing. "Let Get Small" 4 pages on modeling a/c in 1/144 scale. "Army First, Navy Down" 7 pages on first flight to Hawaii including 6 photos of 'Bird of Paradise'.

AIR INTERNATIONAL

ARGENTINA: Buenos Aires' Eyes in the Sky (Policia Federal Argentina's Escudron Aereo). Vol. 35, No. 5, p. 295.

CHINA: Fantan - Chinese Gamble. Vol. 35, No. 1, p. 7.

FRANCE: A Study in Angular Ugliness (Amiot 143). Vol. 35, No. 6, p. 306.

INDIA: India's Falcons (MiG-29s). Vol. 35, No. 3, p. 135.

The Decade of the Shamsher (Jaguars). Vol. 35, No. 5, p. 175. Vol. 35, No. 5, p. 236.

INTERNATIONAL: Five and Fifty (Mirage 5 and 50). Vol. 35, No. 2, p. 59.

MALTA: Task Force Malta. Vol. 35, No. 2, p. 81.

POLAND: The Elegant Elk (PZL P-37 Los).

Vol. 35, No. 4, p. 193.

QATAR: Wings over the Gulf. Vol. 35, No. 3, p. 135.

SWITZERLAND: Call 125 for rescue (Swiss Air Ambulance's BAe 125s). Vol. 35, No. 1, p. 25.

YUGOSLAVIA: Yugoslavs Upgrade Air Arm. Vol. 35, No. 5, p. 251.

Tor Scott (SAFCH #403), 168 59th Ave., Chomedey, Laval, PQ, H7V 2B8 CANADA.

INTERNATIONAL DEFENSE REVIEW (Interavia S.A., 86 Avenue Louis-Casai, CH-1216 Cointrin-Geneva, Switzerland, \$90 per year.)

July 1988: "Spain's Contribution to the NATO Alliance" (4 pages) General info only, includes photos of EF-18 Hornet (no individual markings), Super Puma 'ET-604', CASA C-212 '721.26' and reports that Spain is to buy five P-3B Orion from Royal Norwegian AF and 72 EF-18, and has 64 F-1C.

August 1988: "Wings of Fire: El Salvadore's Air War" (3 pages) Generalizations on air operations and vague figures on aircraft deliveries and losses, good photos including O-2A (markings not visible), UH-1a '245' & '294', and locally-converted C-47 gunship 'FAES-125' in overall medium/dark grey. Other photos in other articles: Turkish F-4E '70283/I-283', Italian Tornado '36.30', Hungarian Fitter H '14'. "Hungarian Armed Forces Today" has a look at AF inventory.

September 1988: "Argentine AF Today" (3 pages) an interview with BGen Ernesto Crespo, mainly on FMA projects. Accompanied by "IDR Flies IA-63 Pampa", includes photos of 'EX-01', reports IA-63s replacing MS.760s in IV Air Brigade, Mendoza AB. Other reports: Columbian AF received five UH-60A for anti-drug missions; Pakistan to get three P-3C for USN; Philippine AF had 12 F-8H for sale, another 12 grounded, eight F-5A, two F-5, and 32 T-28 operational, details of 205th Helo Wing at Villamor AB and mentions three C-130 and three L-100 at Mactan AB. Other photo: Yugoslav MiG-29 '104'.

October 1988: "COIN the Guatemalan Way" (2 pages) Army oriented due to limited FAG capability: reports six A-37 (4 serviceable), six UH-1H, three PC-6 on strength. "Chilean Arms Industry Matures" (3 pages) good article on ENAER deliveries: FACH 60 T-35A, 20 T-35B ordered, 34 delivered. EdA (Spain) 40 T-35B (CASA built) ordered. FAP (Panama) four T-35D (option of +6) delivered. FACH: 37 A-36 ordered, 12+ delivered. Photos include: FAP T-35D '020' & '022', FACH A-36 '413' with two BAe Sea Eagle missiles. Other articles include "India's Aerospace Programs". Update on Spanish AF: 22nd Wing (six P-3A leased from USN to be replaced by five ex-RNORAF P-3Bs) transferred from Parra AB (Cadiz) to Moron AB (Seville) which already has 21st Wing with 30 F-5A/NF-5A; 45th VIP Transport Wing moved from Madrid-Barajas IAP to Torrejon AB (Madrid); Taiwan Upgrades AT-3 with photos of '0801' & '0803'.

November 1988: Swiss choose F-18, Flugwaffe to get 34 F/A-18C/D; Malaysia to buy 12 Panavia Tornado; Thailand to get six more F-16 (12 F-16A/B delivered by Sep 88); ROK Navy to get six Westland Super Lynx; Philippines to buy 18 Augusta/SIAI Marchetti S-211.

December 1988: "Argentina's Defense Impasse" (4 pages) reports on political problems. "Greece Sets off on Offset Trail" (8 pages) industry oriented but good information on RHAFF Mirage 2000. Other photos: Swiss

Mirage 'R-2105' with Kfir-like canards making RATO takeoff; Israeli Super Phantom '229' shows off IAF camouflage well; Chinese A-5 Fantan and 'new' F-7M Airguard (MiG-21 clone with an F-20 canopy); Thai Navy Fokker Maritime '663/10663'; Spanish AF CASA C.212EW '408.02'.

"I realize that this hardly rates as a modeler's magazine. But, there are some great color photos that could be of interest to fellow SAFCH members. I get to keep each issue that comes into the office, so if there is someone who wants a particular issue, I'll be glad to forward it on.

"It was the article on 'Chilean Arms Industry Matures' in the Oct. issue that inspired my small submission to SAFO. This article included a high-quality photo of two Panamanian F-35D Pillans forming over the countryside. I believe that the T-35 could be successfully modeled using the Airfix Piper Arrow, Hasegawa T-33 canopy, perhaps a T-34 cowl and some Eidai Cherokee Six parts. With this in mind, I've produced a one-page 'spread' on the T-35. I must apologize for the misspelling of 'Fuerza Aerea Panamena' and the poor rendition of the emblem (FAP flying school?)." [Editor's note: This drawing appears on page 64.]

Douglas Dildy (SAFCH #884), PSC Box 10162, APO NY 09012.

AEREI - AEREI MODELLISMO

AEREI began publishing in 1973 as the Italian edition of the British AIR ENTHUSIAST INTERNATIONAL. In the course of time, an increasing number of original contributions began to appear until, by 1975, the magazine was fully produced in Italy. In February 1980, the sister magazine, AEREI MODELLISMO, appeared.

Unfortunately, at the time these abstracts were being prepared (January 1989), back issues are available only from January 1988, with the February 1988 and October 1988 issues of AEREI MODELLISMO already sold out. Out-of-print issues are available only from collectors (and not from me!).

In this first installment, I will list every small air force item published in AEREI and AEREI MODELLISMO in 1988. (Since there is something on the Aeronautica Militare Italiana in every issue, I will list only the most interesting articles on the AMI.) Issues published before 1988 will be covered in future installments.

(All Italian monthly magazines publish only 11 issues per year, skipping August each year. They assume that in August you are too busy on your vacation to read any kind of magazine.)

Current prices for these two magazines is as follows:

Subscriptions:	AEREI	60,000
	AEREI MODELLISMO	50,000
Back issues:	AEREI	12,000
	AEREI MODELLISMO	7,000

The preferred method of payment is by International Money Order, or cash on delivery in countries adhering to the European Economic Community. (L 1,000 = \$0.742)

The address of the publisher is: Delta Editrice snc., Casella Postale 409, Borgo Reagle 21, 43100 Parma, ITALY.

Let's start with AEREI:

January 1988: b&w photo of 3 Saudi BAe Hawks; 2 pages of color profiles of Libyan aircraft (Su-22, MiG-23, MiG-25, Mirage 5, &

Tu-22), and color photo of MiG-25; 2 b&w photos of East German jet prototypes of late 50s (B-150 medium bomber & BB-152 civil transport); one page of color profiles of HS Buccaneer and F-16 (including a Belgian F-16 suitably striped for the 1985 Tiger Meet).

February 1988: Color photo of Spanish AV-8; b&w photo of Swiss BAe Hawk; article on F-16 & F-18 including color photo of Dutch F-16 and 7 photos of Canadian F-18; article on South American military balance with photos of Chilean CASA 101A, F-5F, & T-6s and Argentine Twin Otter, IAI Pampas, MB-326s, & MB-339s and color profiles of Chilean Mirage 50 & F-5E and Argentine A-4, Pucara, Super Etendard, Dagger, & Embraer 111; b&w photo of MiG-9 (not small air forces but nevertheless interesting); 4 photos of Italian helicopters (A-129, A-109, & EH-101); 4 color photos of Saudi BAe Hawks and PC-9s; article on night flying the F-104 with 7 photos of Italian Starfighters - at sunset; a page of color profiles of the RF-4 including Iranian and Greek machines.

March 1988: article on the Swiss Air Force with many color photos including F-5E, Mirage III, Hunter, Vampire, Alouette, & PC-7; color photo of Turkish F-16B; article on the Taiwan Air Force including b&w photos of Hughes 500MD, a formation of F-5Fs and a TF-104G; giant color centerfold of an Italian F-104S in the new low-visibility codes.

April 1988: color photo of a Czech MiG-21MF; b&w photo of a Swedish Fairchild Tp-88 Metro III; article on the Fiat CR-41 including 4 color photos, a b&w photo, and a cutaway.

May 1988: color photo of Dutch F-16; 8 photos of West German Tornados; article on the Macchi MC-202 including 3 photos and a cutaway; a page of color profiles of the F-16 including West German, Turkish, & Dutch examples, plus an Italian Navy SH-3D Sea King.

June 1988: b&w photo of the Saab 39 Gripen; color photo of a Canadian P-3 Orion; article on low-level flying including color photos of Italian and Canadian F-104s (one of the latter being a Tiger Meet aircraft); article on the Curtiss C-46 with a color photo of a Japanese machine; article on the Aero L-39 Albatros trainer with a cutaway and 6 color photos of Czech examples; 4 color profiles of the C-130 including a Saudi C-130E.

July/August 1988: color photo of a Yugoslav MiG-29; article on the Italian Air Force's 6th Stormo with 14 b&w and color photos of Tornados; 2 color photos of Japanese F-4EJs; a page of color profiles of the Fiat CR-20 bomber including Japanese and Spanish.

September 1988: color photo of 6 Singapore SIAI-211 trainers; first instalment of 2-part article on French Aeronaval including many b&w and color photos of early and modern aircraft (Lancaster, Dakota, Avenger, Neptune, Alouette, Lynx, Super Frelon, Etendard, and many other types); article on 1988 Pleso (Yugoslavia) Air Show including color photos of Yugoslav MiG-29, MiG-21, Orao, Super Galeb, Kamov Ka-27 and Ka-25; article on the Italian A-129 attack helicopter including 8 photos and a giant centerfold; color photo of F-104ASA; b&w photo of West German F-4F; color profiles of MiG-21MF (Yugoslav, Czech, Algerian, Egyptian, Syrian, & Iraqi).

October 1988: color photos of Italian F-104 & Tornado, Belgian Mirage 5, Canadian F-18, Danish Saab-35, & Dutch F-5A; article on 1988 Tiger Meet including b&w and color photos of Italian F-104, West German Alpha-Jet, Spanish Mirage F-1, & Portuguese Fiat G-91;

second instalment of the article on French Aeronaval including many color and b&w photos; article on NATO 5th ATAF including 7 b&w and color photos of Italian F-104s, Tornados, & AMX; first part of article on Italian fighters in WWII with 5 b&w and color photos and 3 color profiles of the Fiat G.50, Macchi MC.200, and Reggiane Re.2000, plus G.50 cutaway; 5 color profiles of the A-7 including a Greek A-7H.

November 1988: article on the 53rd Gruppo of the Italian Army Air Force with 8 photos of AB-205; article on 1988 Farnborough Air Show including color photo of Turkish F-16, b&w photo of Swedish AEW Fairchild Metro, and 2 pages of color photos of Soviet MiG-29s (not a small air force, but surely a most beautiful aircraft); 2 b&w photos of Yugoslav MiG-21bis and Orao (these are reproductions of 2 similar color photos that appeared in the September issue); article on the Junkers Ju-52 preserved in Switzerland with 4 color photos; page of color profiles of the MiG-29 including Indian, Syrian, & Yugoslav aircraft; giant color centerfold of Omani Tornado F.3, very nice but highly provisional since the aircraft has not yet been delivered.

December 1988: article on the 1988 Display Determination exercise including 4 photos of Portuguese Fiat G-91s and one of Italian F-104ASA; article on Italian Air Force 30th Stormo with 9 photos of Italian Atlantics; article on Close Air Support aircraft including photos of the AMX, Exocet-equipped Egyptian Alpha-Jet, Czech Su-25, Shenyang A-5 Fantan, Super Etendard, & MB-339; second part of article on WWII fighters (MC-202, Re-2001, & Re-2002) with 9 photos and 2 color profiles; color photo of Italian HU-16 Albatross; b&w photo of Danish SH-3 Sea King; color photo of Singapore SIAI 211 with a good 3-view and a

small cutaway; page of color profiles of the F-100 including Danish, Turkish, & Taiwan; giant centerfold of Italian Fiat G-91Y with cutaway of G-91R.

AEREI MODELLISMO: There are fewer references here since this magazine takes on fewer subjects per issue, but treats them in depth with photos, drawings of cockpits, undercarriages, and other details. Sometimes the profiles are not fully accurate: color-demarcation lines unclear or outright wrong, but usually they provide a good guideline for finishing a model. Profiles always show the colors, which, in later issues, are given in FS95s equivalents.

January to March 1988: Nothing of small-air-force interest.

April 1988: article on the MiG-23/27 with color top view of Indian MiG-27, color profile of Libyan MiG-23, and 2 photos of East German MiG-23Us.

May 1988: article on the Panavia Tornado including color profile of Saudi Tornado IDS.

June 1988: article on aircraft flown over Italy by Polish pilots serving with the RAF during WWII including 6 color profiles and 2 b&w photos.

July/August 1988: article on the AV-8B including color photo of a Spanish machine.

September 1988: article on F-100 including 5 photos of a Danish F-100F.

October to November 1988: Nothing of small-air-force interest.

December 1988: article on F-16 with b&w and color photos of Dutch, Danish, & Turkish examples.

Mario Bartoli (SAFCH #719), via F. Carnelutti 6, 56124 Pisa, ITALY.

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ROMANIAN AND BULGARIAN BOOKS WANTED

"Thanks for inserting my request for a copy of ISTORIA AVIATIEI ROMANE in a recent SAFO. Through one of our members who saw the advertisement, I obtained a copy as well as a book on Romanian fighter operations in WWII.

"I would like to ask your help in finding two more books. One is the definitive history of Bulgarian aircraft, SAMOLETOSTROJENETO V BOLGARIJA, published in 1986. The other is A MAGYAR KIRALYI HONVED LEGIERO, a history of the Hungarian AF in WWII. I'll trade books or models, or pay cash, for these books.

"If some one would be willing to translate portions of the Romanian book (and the others, if I find them) and write extracts for publication in the SAFO, I would be happy to provide photocopies of the books."

Jim Davilla (SAFCH #337), 3455 Wine Cask Way, San Jose, CA 95124.

(Editor's note: It's always great to see the SAFCH working the way it should - members helping members. Anyone able to read Romanian, Bulgarian, or Hungarian, and willing work up articles for SAFO, should contact me immediately. All these areas have been sadly neglected, especially the Bulgarian aircraft industry.)

CHINESE AIR FORCE INFORMATION WANTED

"I've collect photos and serial numbers of Chinese aircraft, especially those in Nationalist service. In the past, the Chinese people paid little attention to the hardware

used their armed forces, therefore, I need a lot of help from outside. Any information will be greatly appreciated. I will gladly pay the cost of copying and postage. Material sent on loan will be returned immediately.

"Enclosed is a photo of a MAP instructor and his PBY. If anyone known who he is, I would like to contact him. It will help clarify the dim history of the Catalina's service in Taiwan. Any information about other MAP personnel assigned to Taiwan will also be appreciated. The types of MAP aircraft used in Taiwan include F-47, F-51, T-33A, F-84G, F-86D/F, F-100A/F, RF-101A, RB-57A/D, Hu-16A/B, PB4Y-2, etc.

"Enclosed are two photos of aircraft recently displayed at the Chung Cheng Aviation Museum in Taoyang. One is HU-16A '1024' with a new maritime camouflage. The other is F-104A '4254' in a blue-gray paint scheme."

Clarence Fu (SAFCH #884), 4F-1, 28, lane 530, Min-Shen East Road, Taipei,, Taiwan.

FALKLANDS WAR INFORMATION WANTED

"I would like to correspond with anyone interested in the Falklands War, particularly the Argentine side. I am looking for a source for the book 'Aviacion Naval Argentina', a profile-like publication called 'Armas Contemporanea' on the Pucara, and Aviation Postcards from a company called Grafica SA. Does anyone know of a source of this type of material in North America?"

Machael Parr (SAFCH #255), #124 101 Tabor Blvd., Prince George, BC V2M 6Y1, CANADA.

MUSTANGS OF THE ROYAL SWEDISH AIR FORCE

Sweden's first involvement with the P-51 Mustang came on 15 April 1944 when a USAAF P-51B crashed on Swedish soil after an escort mission off the Polish coast. This was followed by a further nine Mustangs (one of which was an RAF aircraft) before the end of the war. Of these ten internees, four were still in flyable condition when the war ended.

SWEDEN BUYS MUSTANGS

However, these were not the only Mustangs to serve with the Flygvapnet (the Swedish name for the RSwAF). In mid-1944, it became apparent that Swedish aircraft production could not keep up with the demands created by the expansion plans for the air force and that Sweden would have to turn to foreign suppliers for fighter aircraft. Contacts with various potential sources (including Japan for Zeros!) had come to nothing, but late in 1944 negotiations were underway with the US government. Although P-39s and P-47s were considered at one time or the other, the final agreement was for P-51 Mustangs. The initial contract covered 50 aircraft, including the four internees mentioned above. Therefore, in April 1945, 46 P-51D-20s were delivered from USAAF stocks in Britain.

THE MUSTANG ENTERS SWEDISH SERVICE

The Swedish designation of the Mustang became J26 (for "Jaktplan 26" or "Fighter Aircraft type 26"). The first Swedish unit to operate this new type was Fl6 Wing at Uppsala, north of Stockholm. (In the RSwAF, the basic unit is the Wing, the permanent bases of which are never changed. Thus, the designation Fl6 not only applied to the unit itself, but also to the air base at Uppsala.)

The Mustang, or "Mustis", as it was commonly called in the RSwAF, was an instant hit with the personnel. (This affection developed despite the very high initial accident rate which, in some cases, was found to be caused by a structural weakness in the wing roots.) Even today, there are many ex-RSwAF pilots who remember the Mustang as an exceptional aircraft, and there is little doubt that it was probably the most popular type ever to serve with the RSwAF.

In the days of the Mustang, each Wing consisted of three Squadrons each of which (on paper at least) had 12 aircraft on strength. The squadrons did not have any separate identities of their own, but were simply known as the 1st, 2nd, and 3rd squadrons of the Wing; for example, 1/Fl6. In addition to the squadrons, there was usually also a small HQ flight attached to each Wing.

The J26 was initially seen as a temporary stop-gap measure, destined to be retired in a couple of years when the SAAB J21 became available in sufficient numbers. However, the J21 did not live up to expectations, while the Mustang was found to be a better aircraft than initially hoped for. Therefore, when, in 1946, it became known that surplus P-51s could be bought at extremely low prices, it was decided to keep the J26 in service and to re-equip two further Wings with the type.

Ninety additional Mustangs were delivered in 1946-47. The first new Wing was F4 near Ostersund which converted from the SAAB Bl7

light bomber to J26 fighters in 1947-48. Despite the fact that few of the pilots in F4 had any prior experience flying fighter aircraft, the transition was accomplished without too many problems and the Mustang became very popular with both pilots and mechanics in this unit.

The third unit to receive the J26 was F20 Wing which is the RSwAF Cadet School at Uppsala. This unit not only shares the same base as Fl6 but the J26s used by F20 officially belonged to Fl6. Although pupils and instructors belonged to F20, the aircraft establishment of the School was known as 5/Fl6. Apart from the training in Sweden, most classes also made a visit abroad to such countries as France, Italy, and Greece. As can be appreciated, these visits were very popular with the cadets.

A further contract for surplus P-51s was drawn up in 1948 covering 30 aircraft delivered from USAAF stocks in Germany. The original intention was to use these aircraft for spare parts, but 21 of them ultimately entered service with the RSwAF, some as late as 1950.

SWEDISH RECCE MUSTANGS

Although, in 1944-45, there had been talk of buying F-6 reconnaissance Mustangs from the USAAF, all aircraft delivered to Sweden were standard P-51 fighters. Therefore, when it became necessary to develop a reconnaissance version in Sweden, it had to be done without benefit of any information about the US recce version. The Swedish recce Mustang was known as the S26 (for "Spanningsplan 26" or "Reconnaissance Aircraft type 26"). The first tests were carried out in early 1948 with three different cameras in three converted J26s. The following year, a further three aircraft were converted using yet another type of camera. These were followed by ten additional S29s in 1951-52.

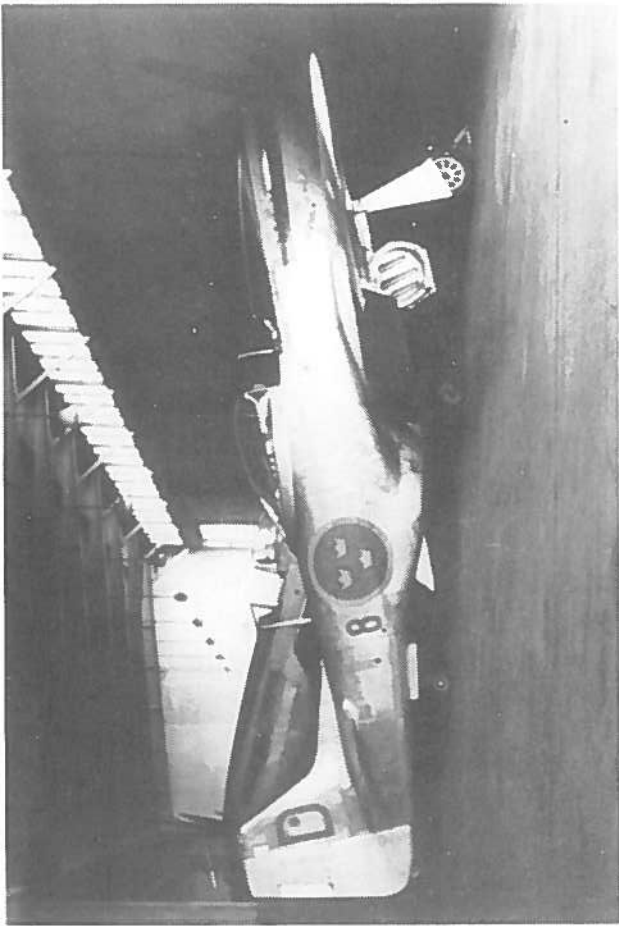
The S26s were to be allotted to the newly established F21 Wing at Kallax, in the far north of Sweden, but F21 had to begin operations with standard J26 aircraft since it was not until 1952 that a full establishment of S26s could be delivered.

SWEDISH MUSTANGS PHASED OUT OF SERVICE

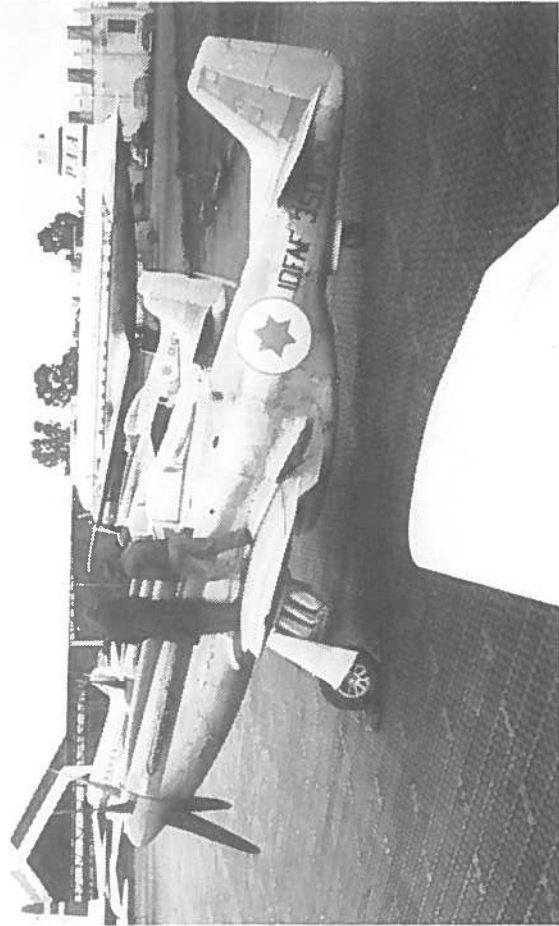
By the early 1950s, the Mustang was becoming somewhat obsolescent for Swedish requirements. An increasing proportion of the fighter force had converted to jet fighters and during 1952 both F4 and Fl6 traded in their J26s for more modern equipment. (An often over-looked fact is that the RSwAF was one of the first, if not the first, air forces to have an all-jet fighter force.)

Even after the transfer of ten Mustangs to F8 Wing, near Stockholm, for uses with the RSwAF HQ communications squadron, and several others to F20 as reserve aircraft, the retirement of the Mustang from F4 and Fl6 left the RSwAF with a large number of surplus Mustangs. The 50-odd J26s which were due to be struck off charge were still in good condition and they had plenty of hours left in them. Therefore, it was decided to sell them rather than scrapping the lot.

The first customer for ex-RSwAF Mustangs was Israel, which bought 25 J26s in the autumn



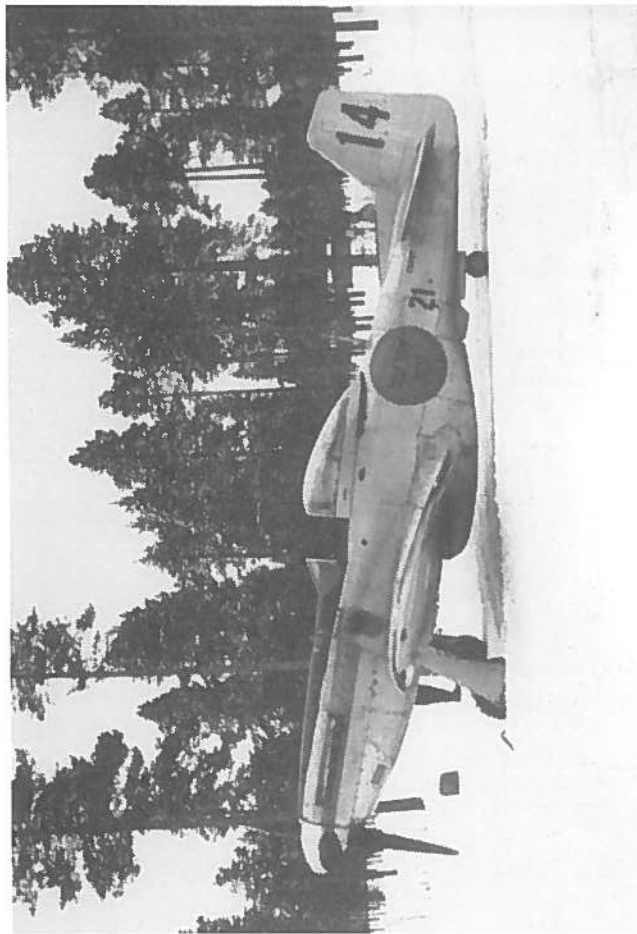
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of 1952. These aircraft were flown to Israel by Swedish pilots during the period from December 1952 to June 1953. Israeli national insignia and serial numbers had been applied before they left Sweden.

The next customer was the Dominican Republic which purchased 32 J26s for delivery in late 1952. These were followed by an additional ten J26s in mid-1953, which were made available when F20 traded in its remaining school Mustangs for Vampires.

By early 1954, only F8 and F21 had Mustangs in service, although a few more were held in storage. Since newer equipment was now becoming available (even for second-line units), it was decided to sell off the remaining Mustangs. This last batch - a mix of J26s and S26s - was offered to Nicaragua later that year. The last Mustang mission for the RSswAF was flown in November 1954, after which the 26 survivors were shipped to Nicaragua in crates. (This sale left Sweden without a single Mustang, but one was brought back to Sweden from Israel in the 1960s and is currently on display at the RSswAF Museum.)

COLORS AND MARKINGS OF SWEDISH MUSTANGS

The RSswAF Mustangs were assigned serial numbers 26001-26161 which was carried on the fuselage just in front of the tailplane. National insignia were carried in six positions, and the Wing number was carried immediately aft of the national insignia on the fuselage. The Wing number was usually in yellow, but near the end of the aircraft's service, F8 used green Wing numbers and F21 used black.

During the Mustang years, all RSswAF fighter aircraft had code letters as identification within the Wing, aircraft in each squadron usually using code letters from "A" upwards. Aircraft of the 1st squadron were coded with red letters, those of the 2nd squadron with blue, and the 3rd with yellow. Aircraft of the Wing's HQ flight had white letters. Sometimes, for better contrast, the letters were edged in another color. Trainers and reconnaissance aircraft, on the other hand, carried code numbers rather than letters. These were always in black on F20's Mustangs, while F21 used red and blue at times. From 1949-50 onwards, the codes were sometimes applied to the underside of the nose.

Personal insignia were not common on Swedish Mustangs, but F16 used a number of different insignia on their J26s. The most famous is the horse-and-rider badge used by 1/F16. Exercise markings were also carried at times, usually consisting of bands painted around the fuselage and wings.

The basic paint scheme was almost always as per USAAF standard: natural metal fuselage with wings sprayed in silver. The anti-dazzle panel was either olive green, dark brown, or black. The spinner was usually painted in the squadron color. Wing walks were black, although their size varied considerably though the years.

[The above article is a very brief outline of a book on the Swedish Mustangs which will be published in the autumn of 1989. Although written in Swedish, the book has a 25,000-word English summary and the captions of the tables and photo are in both Swedish and English. This book contains 200+ b&w photos, 20+ color photos, as well as 12 color profiles. At least 95% of the illustrations have never been

published. In addition to the story of the Mustang the RSswAF, the book will contain some recently unearthed information on the Dominican and Nicaraguan aircraft (courtesy of John Dienst and Dan Hagedorn, among others). The photos used in this SAFO article are all "surplus" shots for which room could not be found in the book.]

Leif Hellstrom (SAFCH #786), Serwituts-vagen 3, S-145 59 Norsborg, SWEDEN.

PHOTO CAPTIONS

A. Some very scruffy-looking P-51Ds being dismantled in Germany in preparation for shipment to Sweden in 1948. (via Gunnar Lindstrom)

B. Mustang 26087 (red "H" of F16) displaying both the insignia of 1/F16 and black exercise markings. (via Bjorn Karlsson)

C. Mustang 26090 (white "E" of F16's HQ Flight). Although carried on this aircraft, drop tanks were seldom used by Mustangs while in RSswAF service. (via Peter Liander)

D. A fine shot of yellow "L" (26111) of 3/F4 taken ca 1950. The spinner was yellow. (Sverre Larson)

E. Some of F20's J26s at Uppsala soon after returning from a visit to Italy in April 1950. Aircraft 26015 (which is currently in storage in the USA) still carries the F21 Wing number from a short spell with that Wing, while the other aircraft are correctly marked with the number of F16 Wing. (F16 archives)

F. Mustang 26087 again (see photo 2) but now marked as green "D" of F8. This aircraft is now in the USA. (via Lennart Tilosius)

G. Mustang 26043 was converted to S26 configuration as can be seen by the bulge under the rear fuselage. When this photo was taken, in November 1954, the aircraft carried the code red "14". (F21 archives)

H. These ex-RSswAF Mustangs were photographed during a short stop in Rome on their way to Israel. IDF/AF 3501, nearest the camera, was formerly 26141 with the RSswAF. (Gosta Ivarsson)



A line-up of Dominican Mustangs in 1954 before the colorful Ramfis insignia were applied. The man in the white T-shirt was one of the Swedish mechanics hired by the AMD. (via Lennart Engerby)

ROMANIAN AIR FORCE RETURNS TO ROUNDELS

"I am writing to confirm that in August 1984, the Romanian Air Force replaced the star national insignia used since WWII with the prewar red-yellow-blue (from outside in) roundel. These insignia are carried in the usual four position on the wings and on both sides of the fin. On helicopters, they are carried on both side.

"The use of the PZL P-37 Los by the Romanian AF in WWII was described in a recent issue of AIR INTERNATIONAL. At first, these aircraft continued to carry Polish camouflage colors consisting of upper surfaces in khaki (Humbrol mix: 2/3 M26 khaki + 1/3 M31 dark slate grey) and undersurfaces in blue (RLM 65), with yellow fuselage band and undersides of wing tips added along with white numbers. When the aircraft were subject to major overhaul, they were repainted with upper surfaces in dunkelgrun 71 and undersurfaces left in blue 65. However, some Romanian Los carried their original colors to the end of their service."

Ovidiu Man (SAFCH #791), Bv. Dacia 58 Ap. 33, 70256 Bucharest, ROMANIA.

ALBATROS L-39 ADDITIONS

"I have some additions and corrections to the article on Albatros L-39 published in SAFO #48. First the standard L-39 camouflage scheme used by Cuba, Czechoslovakia, East Germany, Ethiopia, Bulgaria, and the Soviet Union consists of dark and light olive green over light grey. Unfortunately, I have not been able to compare the original colors with FS595, but the correct shades can be found in Ill. Hist. Let. #4 (available from the SAFCH).

"Further comments: (1) Cuban Albatroses should have the wing insignia in only two positions (lower right and upper left). (2) The orientation of the Czech national insignia is correctly described in the instruction for the KP kit. (3) Outer portions of the wings, including fuel tanks, of the Cuban machine should be red. The limits of the red is the same as for the other schemes shown. (4) Some (if not all) Libyan and Iraqi machines should carry the emblem of their respective flying schools on both sides of the nose. (5) The serials of the Romanian machines are red with white outlines. I have seen only 3-digit serials (e.g., 133, 136, 137). (6) Afghani, Cuban, and Vietnamese machines are equipped with only two underwing external weapons points. They can not carry drop tanks! (7) Romanian machines are equipped with canon under the fuselage."

Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, CZECHOSLOVAKIA,

ORIGINS OF THE POLISH AIR FORCE INSIGNIA

"Regarding the letter 'Origins of the Polish Air Force Insignia' in SAFO #48: The personal insignia of Stefan Stec during his service with Austrian FLIK 3/J was not a horizontal '8' but a horizontal 'S'. (The horizontal '8' was used on the Fokker flown by Bastyr in Polish service.) Photos of Stec's Oeffag DIII 153.234 as seen on Romagnano airfield in the summer of 1918 are found on page 69 of 'Die Albatros (Oeffag) Jagdflugzeuge der k.u.k. Luftfahr-truppen' by P. Schiemer, published by H. Weishaupt Verlag, Graz, Austria 1984. (Editor's note: These may be the same photos that appear on page 159 of Martin

O'Connor book, but here Stec's aircraft is identified as 253.117.) These photos show the aircraft from both sides. A horizontal 'S' is placed on the right side of the fuselage while on the other side is a horizontal reversed 'S'. In the middle of both figures is a 4-pointed star which is divided into eight fields alternating in red and white. On the left side, the upper point of the star starts with white, while on the other side it starts with red. It is assumed that sometime in Stec's career the star was replaced by a chessboard.

"On page 79 of the same book appears a photo of another Oeffag DIII, said to be 253.08 used by Stec at a later time. This aircraft carries a non-trimmed chessboard. The caption of this photo states that the photo came from Dr. Thomas Goworek, but when I asked him about this, replied that he did supply this photo and that his name had been printed there by mistake. It seems doubtful that this is a photo of Stec's aircraft. It is known that during WWI chessboards appeared frequently on both Austrian and German aircraft.

"Regarding the connection between the Polish chessboard and the Polish Legion mentioned in the book 'Sondermarkierungen ...': I do not know of any symbol used by the Polish Legion except the traditional white eagle on a amazonian shield. There were some Legionnaire officers who were detached as flying personnel to Austrian units, but aircraft were not authorized to wear other than personal insignia. Over the years, I have conducted extensive research through Polish and Austrian archives dating from WWI as well as many contemporaneous Polish magazines issued in Austrian and German territories, and I have never found any photo, drawing, or even mention of a chessboard used as a symbol of the Polish Legion. Even in Polish magazines issued in Russian-ruled territories, as well as ones issued in France, there is no mention of the chessboard in connection with any of the Polish units organized in these countries during the latter stages of WWI.

"I am convinced that, while Stec may not have been the first one to use the chessboard as a personal insignia, he is definitely the first one to use it on Polish territory and within an independent Polish unit.

"Franciszek (Franz) Peter was at Rakowice (Krakow) on about 15 November 1918 and shortly thereafter he moved to Lewanmdowka (Lwow) where he joined Stec and Bastyr as members of the 7th Eskadra. It is not known if Peter carried his personal insignia (red/white yin/yang symbol) on his aircraft at this time.

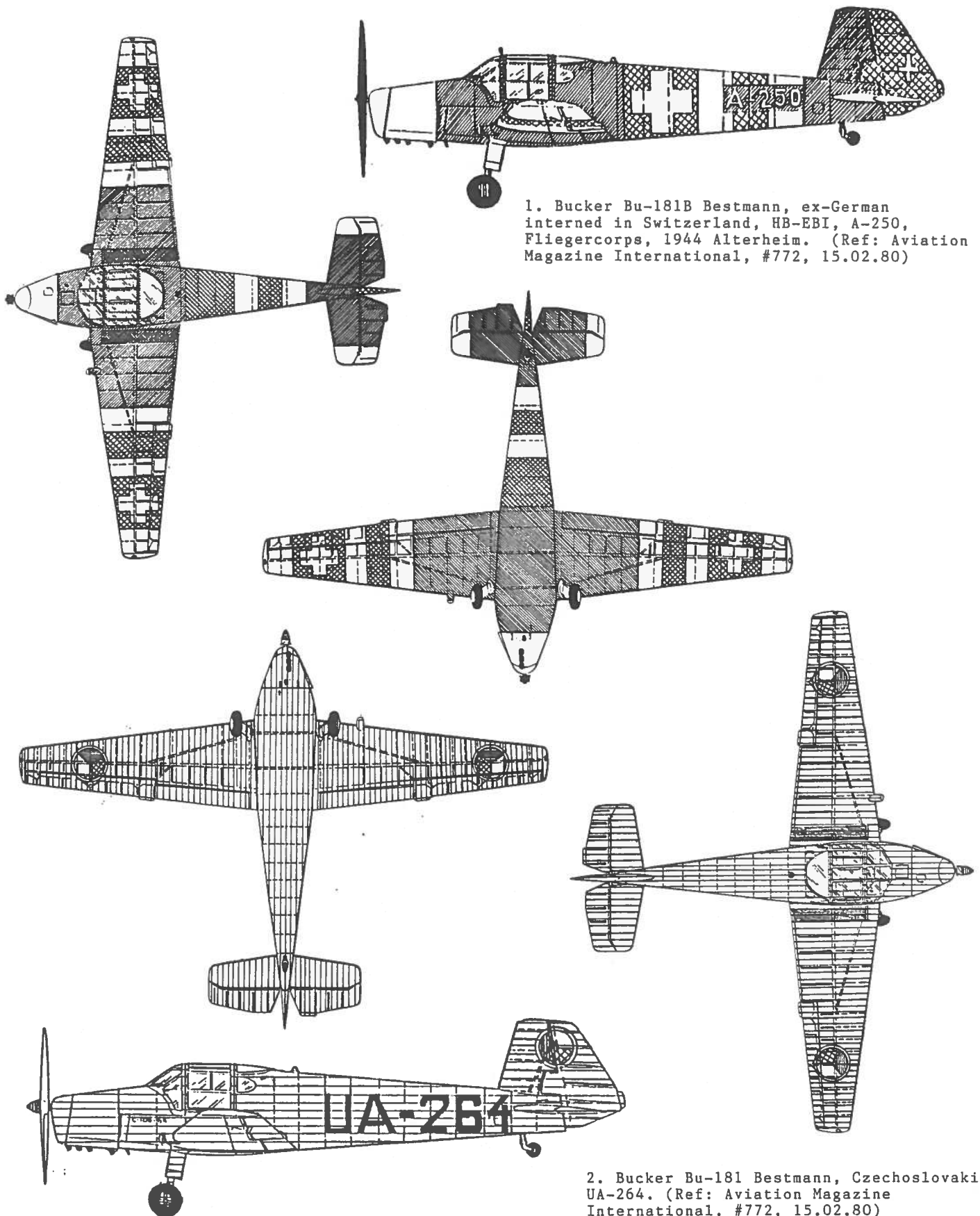
"In any case, it was Stec, as commanding officer of the 7th Eskadra, who flew his aircraft to Warsaw in November 1918. There, Colonel Hipolit Lossowski had taken over command of Polish military aviation and its headquarters. (A members of headquarters at this time was M. Gawel who is mentioned in 'Sondermarkierungen' as flying a Brandenburg DI with chessboard insignia.) Colonel Lossowski was so impressed with Stec's personal insignia that he issued immediate orders establishing it as the national insignia for all Polish military flying machines as of 1 December 1918."

Kris Choloniewski (SAFCH #96), ul. Sabaly 21m30, 02-174 Warszawa, POLAND.

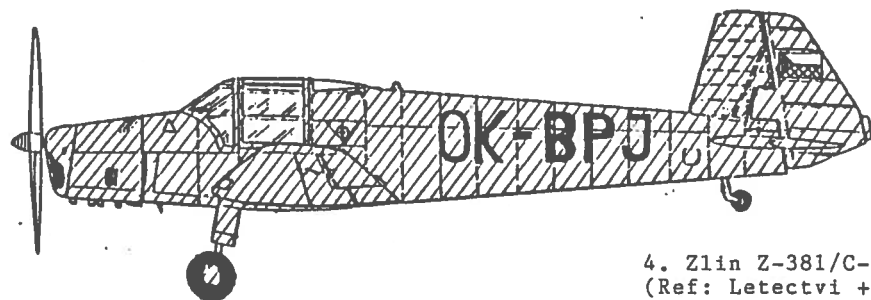
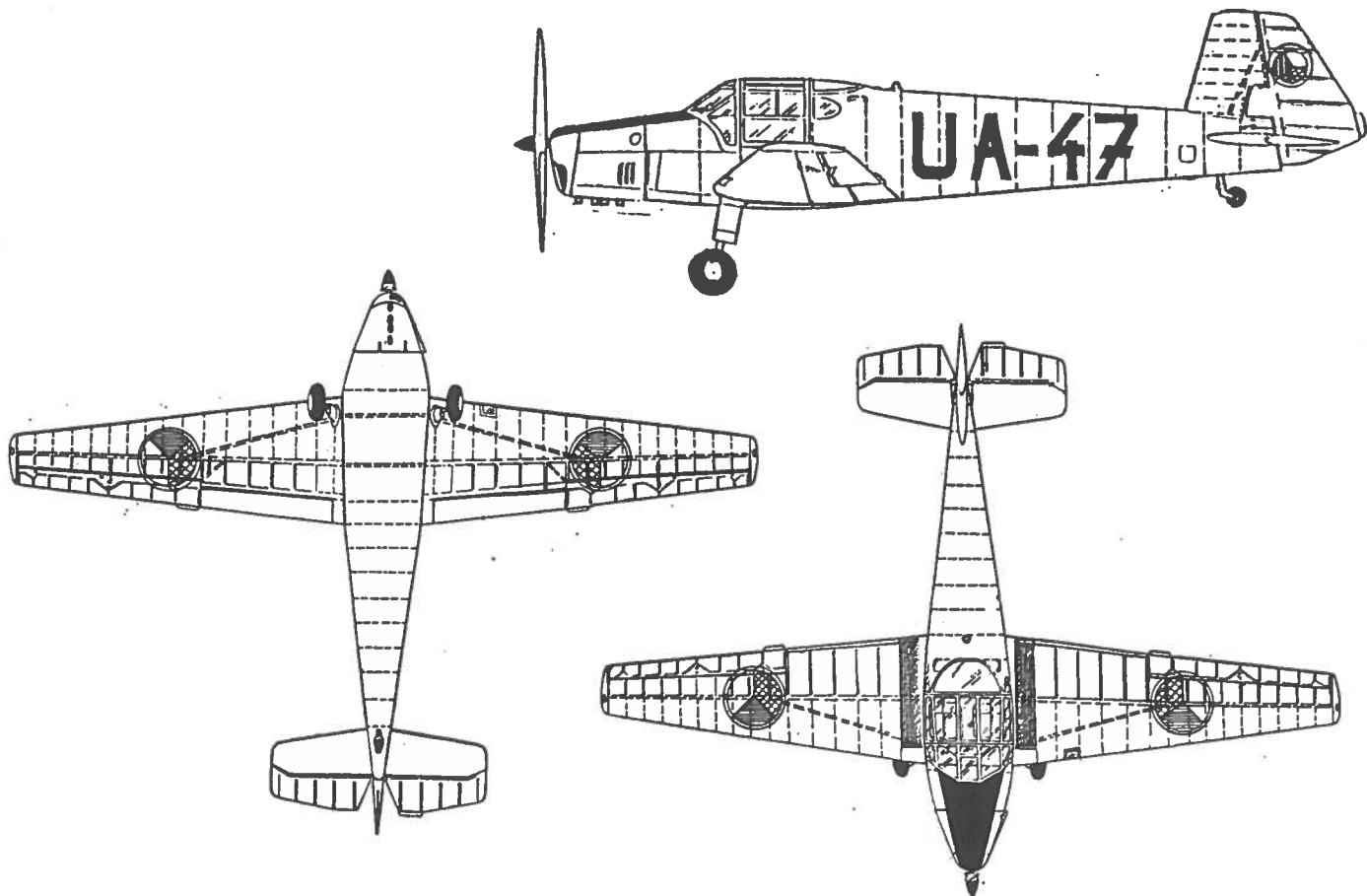
BUCKER Bu-181 BESTMANN

ZLIN Z-381/C-106

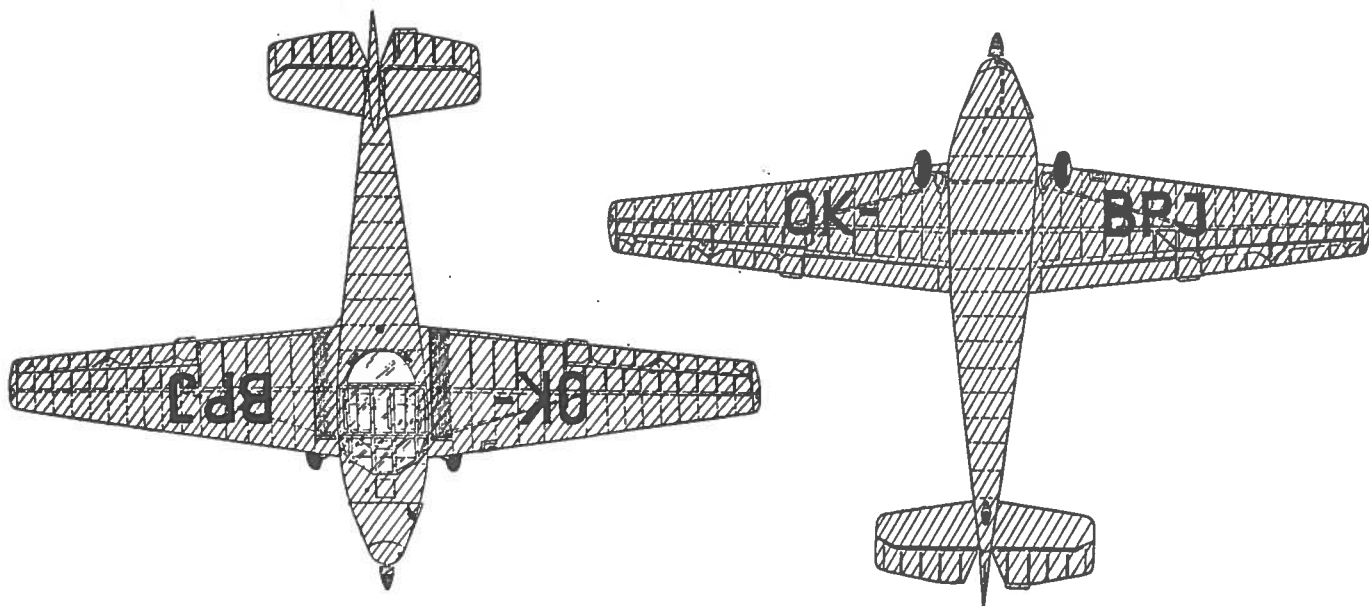
HELIOPOLIS GOMHOURIA



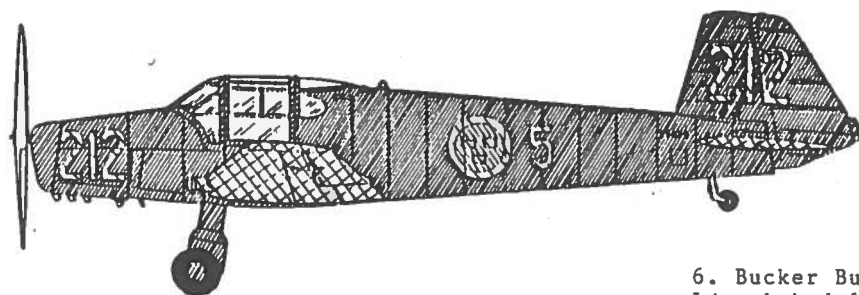
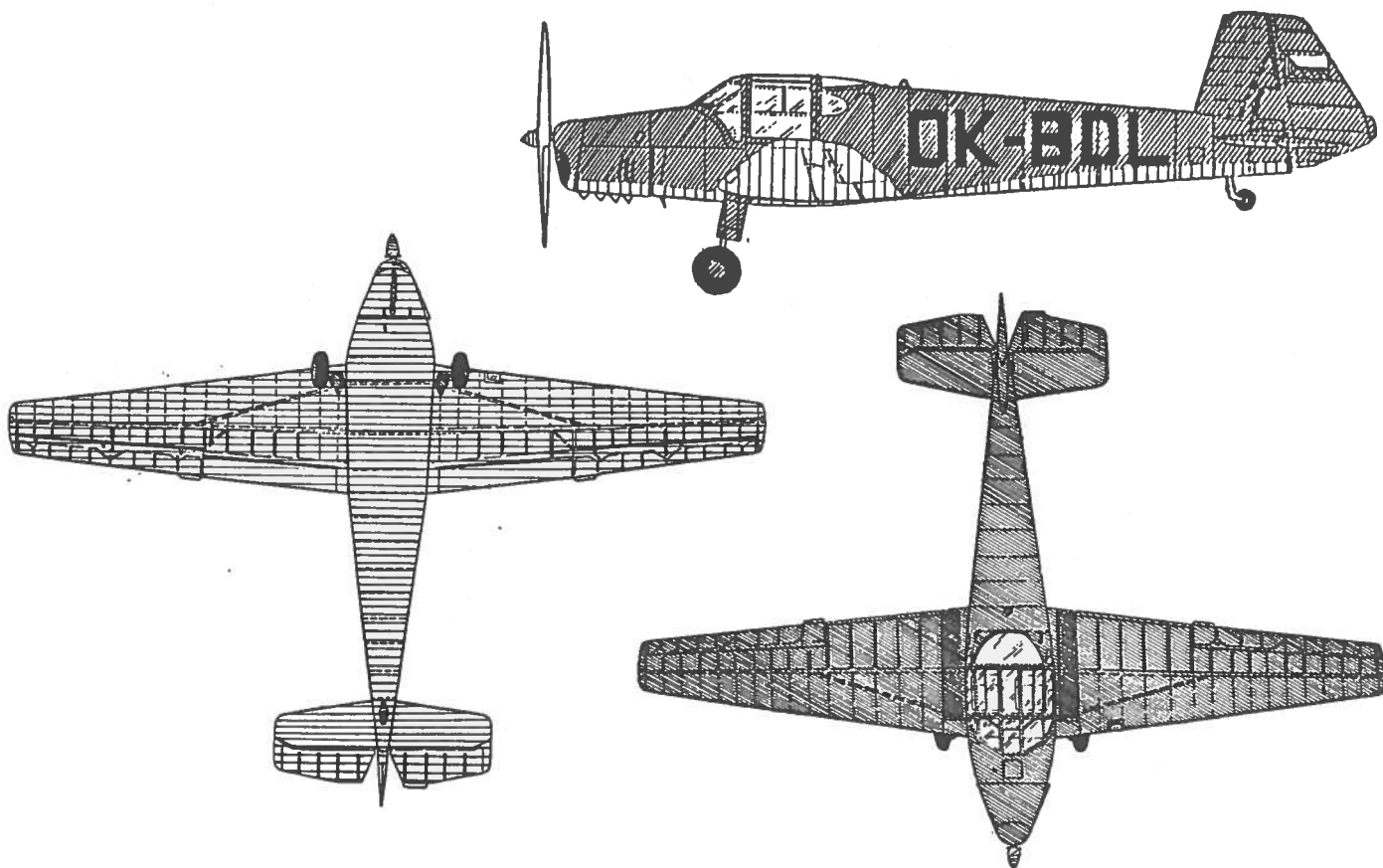
3. Zlin Z-381/C-108, Czechoslovakia, UA-47,
all aluminum. (Ref: SPM #4)



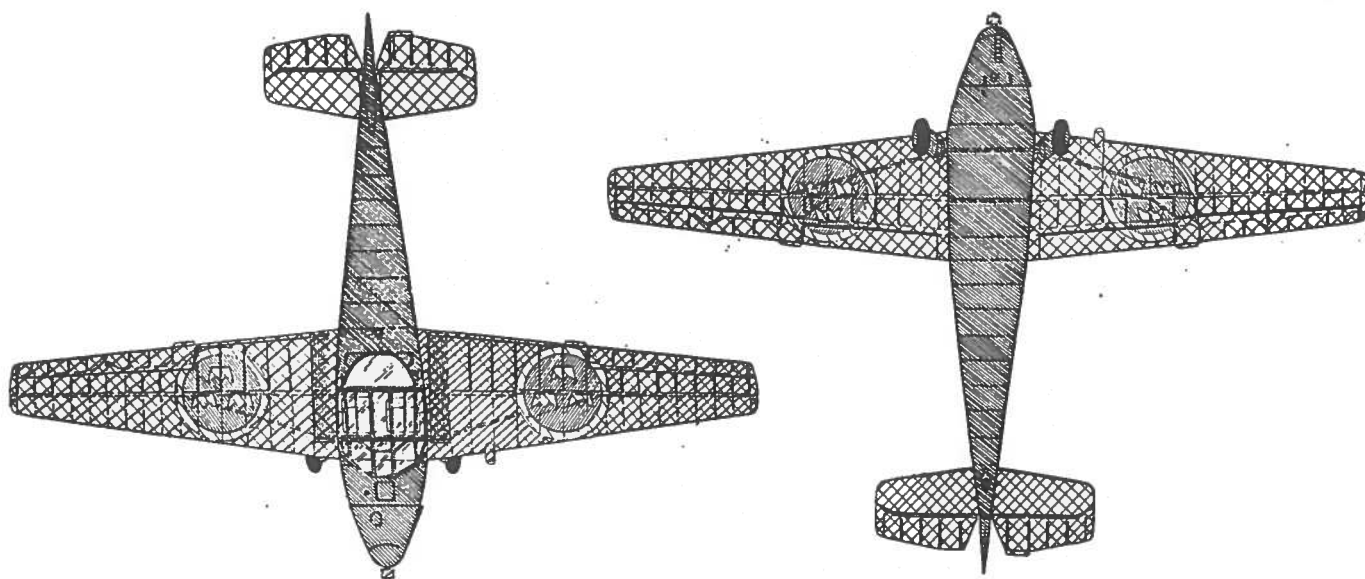
4. Zlin Z-381/C-106, Czechoslovakia, OK-BPJ.
(Ref: Letectvi + Kosmonautika 24/86)



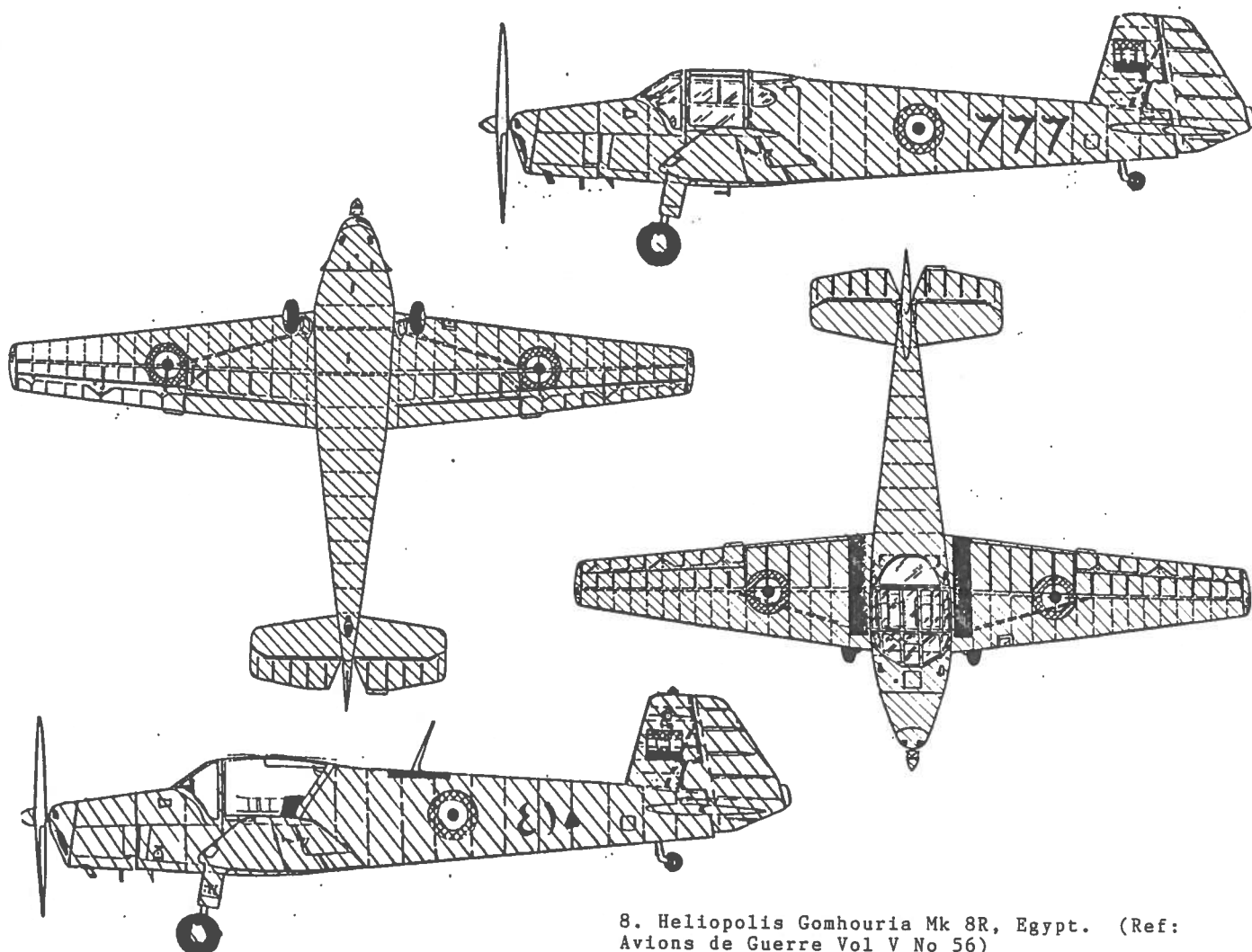
5. Zlin Z-181/C-106, Czechoslovakia, OK-BDL.
(Ref: SPM #5)



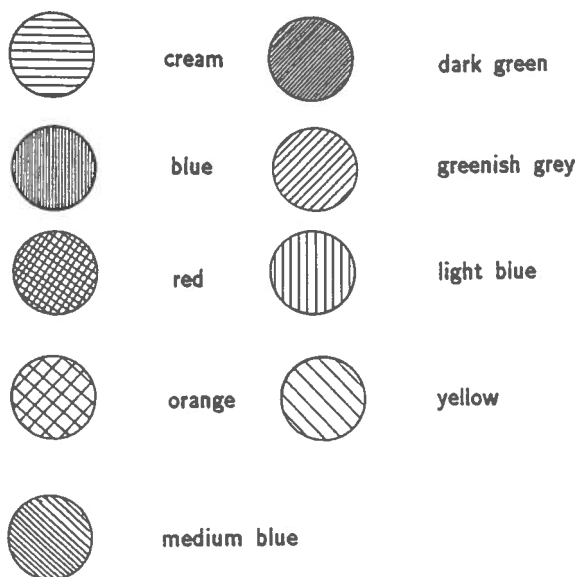
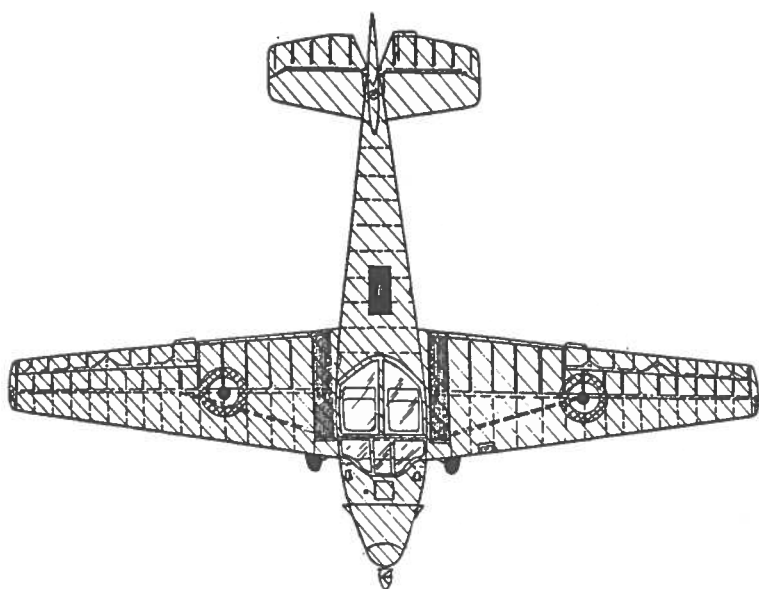
6. Bucker Bu-181 Bestmann/Sk25, Sweden, F-5
Ljungbyhed 1944-45. (Ref: Flygplansrytningar
I)



7. Heliopolis Gomhouria Mk IV, Egypt. (Ref:
Avions de Guerre Vol V No 56)



8. Heliopolis Gomhouria Mk 8R, Egypt. (Ref:
Avions de Guerre Vol V No 56)



See also SAFO January 1983 (26) "Hungarian
Trainers: Part 5" for Zlin Z-381 1949 and Z-
381 HA-BUD 1958.

Hubert Cance (SAFCH #809), 56 Bd. E.
Lintilhac, 15000 Aurillac, FRANCE.

SIAMESE UPDATE

(Since the publication of the articles on the Thai Air Force in SAFO #47 and #48, I have found new information and a couple of corrections.)

A photo, newly displayed at the RTAF Museum, shows a Siamese Nieuport IVG apparently still in unpainted fabric and metal, but carrying standard Thai roundels in six positions. The rudder can't be seen, but it seems logical that rudder stripes would have been carried.

Keith Hart (SAFCH #484) was kind enough to send me a copy of an article he wrote for the JOURNAL OF THE SIAM SOCIETY (JSS, Bangkok, Vol 70, Jan-July 1982) regarding Siamese participation in WWI. From this article, it is clear that no Siamese pilots saw combat on the Western Front; the Siamese contingent was still undergoing training in France at the time of the Armistice.

The "White Elephant" insignia was probably introduced in late 1942, and it was carried above the wings on Thai aircraft including those not supplied by Japan. A photo of Thai Corsairs carrying this insignia is included in a book I bought at the RTAF Museum: "Royal Thai Air Force 1914-1987".

The drawing of a SPAD VII (Fig. 1) is based on a photo from the above-mentioned book. The colour scheme seems to be standard French 2-tone upper surface camouflage with white inscription on fuselage (translates as 'Military Sports 1'). Apparently no wing roundels were carried, but the usual rudder stripes are seen. The panel marked "X" on the drawing was removed exposing natural metal frames.

All Siamese Breguet XIVs shown in SAFO #47 were Type XIVA.2 with short-span lower wings and inset ailerons, although the RSAS did receive at least one XIVB.2 with equal-span wings and one XIVA.2 with horn-balanced ailerons.

Fig. 2: A standard XIVA.2 with twin Lewis gun and wire trailing edge to upper wing only. Light grey metal panels, dark camouflage, wing roundels and rudder stripes; white fuselage inscription, fin number and rudder symbols. Photo in book mentioned above.

Fig. 3: Breguet XIVT with what seems to be an extra exhaust pipe. Natural metal panels, dark green overall; usual rudder stripes, but it cannot be seen if wing roundels are carried. White script ('Military Sports 2') on fuselage. Photo in RTAF Museum.

Fig. 4: Breguet XIVA.2 with twin Lewis gun, wire trailing edges to wings, wing roundels and usual rudder stripes. White "frog" insignia with white script on fuselage, white Thai number "5" on fin, and white symbols on blue rudder stripe. This machine seems to be in French-style earth/dark green upper surface camouflage. From photo in the Thai magazine BATTLEFIELD WEEKLY, #202, 20 July 1984.

The RTAF Museum now has on display a flying, 3/4-scale replica of a Breguet XIV which is painted in the above colour scheme. This sent me back to look at the original photos from which I drew the Breguet sketches in SAFO #47. I'm afraid one simply cannot tell whether their colour schemes are overall dark green or two-tone brown/green; the reproduction of the photos is not good enough.

I have to admit an error on the sketch of the Siamese Nieuport that appeared in SAFO #47. The first machine illustrated is not a Nieuport 17, but a Nieuport 11. Otherwise, the scheme is as shown. For a Siamese N.17, delete the symbols shown on the fuselage and replace them with the same symbol that is carried by the Nieuport 12.

Fig. 5: Nieuport 24 with French-style two- or three-tone camouflage over bleached linen, natural metal cowl, wheel hubs bleached linen, wing roundels and rudder stripes. White script on fuselage and white skeleton-style symbols on rudder. Very small black lettering on upper white stripe on rudder. Photo in "Siam in Old Postcards" (I'm not joking), Singapore, 1987.

Fig. 6: Nieuport 11 in silver dope overall, wing roundels and rudder stripes, black Thai '23' on fuselage, Upper fuselage, in front of cockpit, seems to be dark grey or dark green. Photo in RTAF book mentioned above.

I've found two more confirmed schemes for Nieuport-Delage NiD-29s.

Fig. 7: A photo newly displayed in the RTAF Museum shows an aircraft in dark green overall with natural metal panels, and light brown main wing struts. Fuselage arrow is either red or dark blue with white outline and details; Thai "7" on fin is white; the usual rudder stripes are carried but apparently no wing roundels. Note extra air scoops (natural metal) on underwing radiators.

Fig. 8: Same basic scheme as above with white script 'Military Sports Association 3' on fuselage. Definitely no wing roundels. Photo from RTAF book mentioned above.

Turning to SAFO #48: The heart insignia shown on the Avro 504N is incorrect; it should be a black Thai "2" as shown in Fig. 9. Note also the unusual style of rudder stripes.

Another 504N (Fig. 10) carries the same basic scheme as above except the cowl is polished metal instead of black. The Thai "9" is black. Photo in RTAF book.

A Consolidated PT-1 shown in the RTAF book is light grey overall with wing roundels and rudder stripes and carries Thai "3" (Fig. 11) on the fuselage aft of second cockpit.

Fig. 12: Boeing P-12E is silver overall with usual wing roundels and rudder stripes. Square-style Thai "34" in black on fin. Photo in RTAF book. The Thai Bulldogs and Hd-43s would probably have carried similar codes.

Figure 13: Vought V93S Corsair, mid '30s. Silver overall with usual wing roundels and rudder stripes. Black square-style Thai "30" on fin. This machine had a two-bladed propeller. Photo in RTAF book.

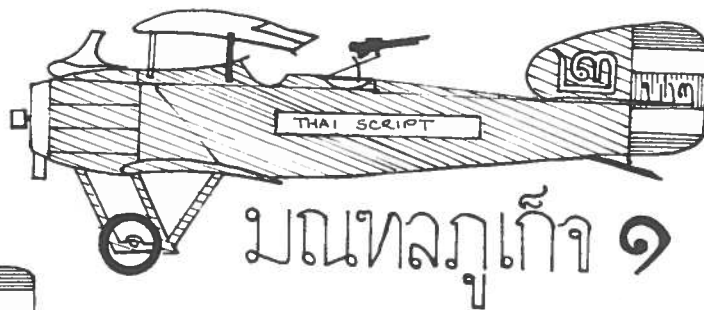
Other photos in the RTAF book show Hawk IIs and Hawk IIIs in the same basic scheme, but with a large diamond-shaped badge on the rear fuselage, details of which cannot be seen. The Hawk IIIs appear to carry single-digit Thai codes on their fins.

Figure 14: Serial number (in Thai script) as would have been carried by the Tiger Moth illustrated in SAFO #48. Translates as F10-21/94.

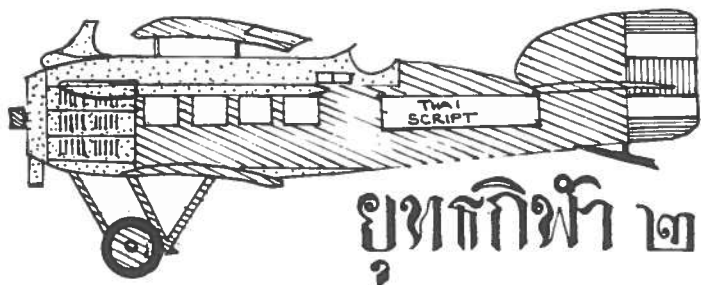
The Percival Prince illustrated in SAFO #48 is now on display at the RTAF Museum, or rather its remains are. After several years in a children's playground somewhere in Thailand (during which time it acquired a fanciful



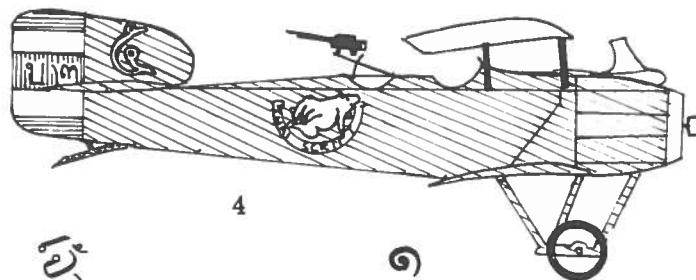
1



2

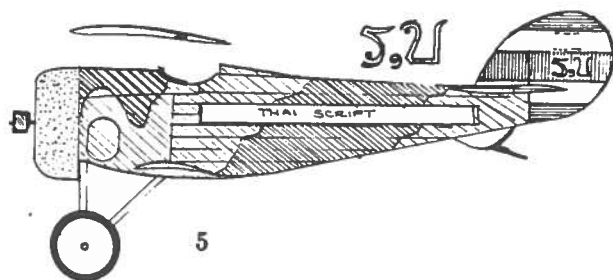


3



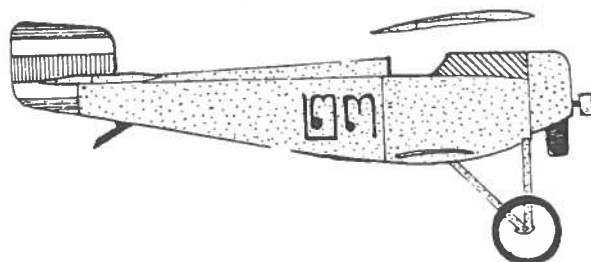
4

ยุทธภีฟ้าทหรรณกรณรงเทพ ๑

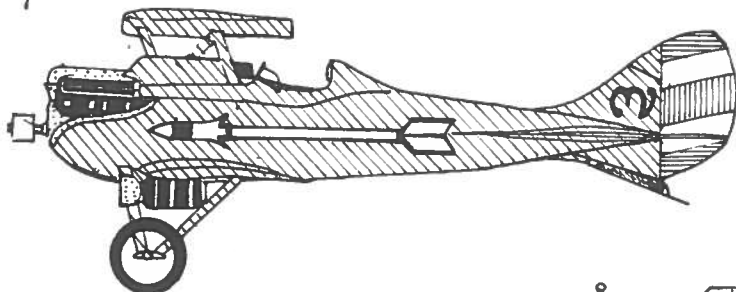


5

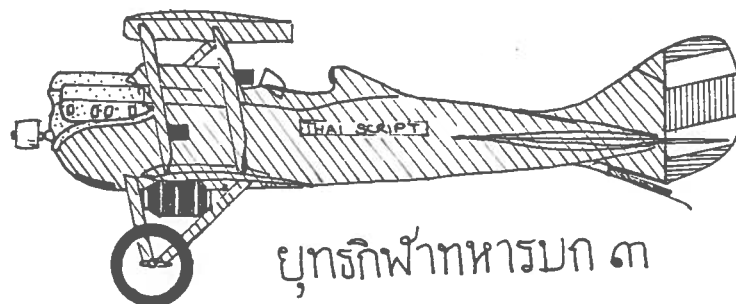
6



7

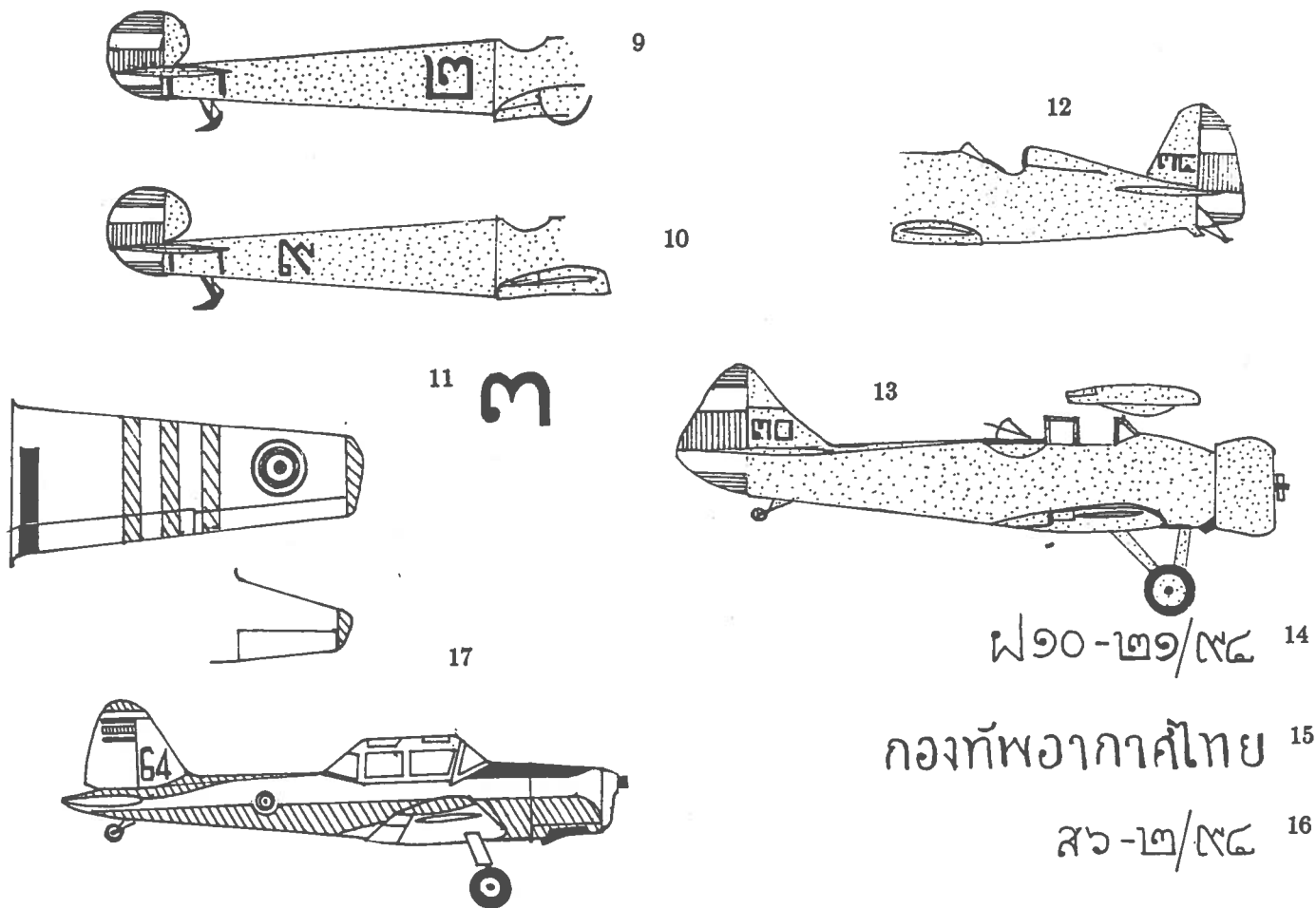


8



THAI NUMBER SYMBOLS

๑ ๒ ๓ ๔ ๕ ๖ ๗ ๘ ๙ ๐
1 2 3 4 5 6 7 8 9 0



multi-coloured paint scheme), it has been rescued by the Museum. It's basically complete, if disassembled, but lacks all glazing, engines, cowls, propellers, and wheels. The serial shown in SAFO #48 is retained, but is much larger (about 1/3rd the diameter of the roundel) and the code number "411" is carried on the fin.

The C-45 shown in SAFO #48 carries the Thai script (Fig. 15) on the starboard side in place of 'Royal Thai Air Force'.

Fig. 16: The serial carried by the Grumman Gosling illustrated in SAFO #48 translates as S6-2/94.

Fig. 17: The de Havilland Chipmunk in the current RTAF scheme. Colours are white with dark red with black codes, anti-glare panel, and wing walks. Usual roundels and rudder flag. Chipmunk #22 illustrated in SAFO #48 has been removed from display at the RTAF Museum.

Other changes at the RTAF Museum, in addition to the replica Breguet XIV mentioned earlier, include the repainting of several exhibits. These are: the F8F Bearcat (no longer in the scheme illustrated in AIR ENTHUSIAST 25, but now sports a very attractive but inaccurate scheme), the F-84G (also in a new, inaccurate scheme), the T-28D, the C-45 (which has a different badge on its nose), and the USAF A-1 Skyraider (which has had the name 'The Proud American', see AE 25, reduced to 'American').

To complete my research, I still need schemes for the Thai H-34 piston-engined variant, Fairchild 24, Cessna 185/U-17, C-54, Piper L-4 and L-18, and Beech Bonanza. Otherwise, I can provide colour scheme for virtually any Thai aircraft. If anyone wants

one, please write directly to me. The only problem is that I'll be working abroad for the next 9 months at least, so it may take a long time to answer any letters.

P.S. I thought our readers might be interested in the accompanying packet of postage stamps. I've always wondered where the schemes for the Mongolian aircraft in SAFO #27 originated. Now I know!

John MacGregor (SAFCH #766), 13 Foggyley Gardens, Dundee DD2 3LG, SCOTLAND.



NEWS FROM DOWN UNDER

"In my recent letter (SAFO #49) I made an error in stating that the serial number allocated to the new RAAF B707 is A20-103. I assumed it would follow the RAAF practice of allocating the last 3 numbers of the aircraft's c/n. The serial number A20-103 has been reserved for the CAC Wirraway now preserved at the Australian War Memorial in Canberra. This is the Wirraway that shot down a Zero in 26 December 1940 over Gona, New Guinea, while being flown by FLY LT Archer and SGT Coulston of 4 Squadron. The B707 is actually serial A20-106.

"The Government has announced that they will lease five M.D. Falcons 900 corporate jets from Hawkers Pacific to replace 34(VIP) Squadron's BAC 1-11's and M.D. Mystere 20's. The lease is for three years with an option to buy."

Mike Mirkovic (SAFCH #465), 39 Catalina St., St. Marys, NSW 2760, AUSTRALIA.

NEWS FROM DOWN UNDER (2)

"RNZAF Andover C.1 NZ7629, previously XS645 of the RAF, has been sent to the Middle East with 18 air force personnel as part of the UN peace keeping force in Iran/Iraq. It has been repainted in white with UN markings.

"The Sioux helicopters have been withdrawn from Army support duties with 3 Squadron RNZAF at Hobsonville, and all 5 remaining aircraft (out of the original 13) are now used solely for training at Wigram.

"The July 1988 issue of Scale Aircraft Modelling has a major article on the RNZAF; a colour photo of a camouflaged C-130 on the cover, 7 pages of text and photos, and 7 pages of colour scheme drawings. There are a few minor errors: the Golden Skyhawk belonged to 2 Squadron not 6 Sq.; the Hercules should have low-vis wing roundels; the 40 Sq. compass is black and gold not blue and gold; and all the Andovers are now flown by 42 Sq., 7 Sq. having been disbanded in 1984. Apart for this, it is a very good article."

Paul Adams (SAFCH #773), 56 Smale St., Point Chevalier, Auckland 2, NEW ZEALAND.

MIG MANIA: THE BOOK

"I thought I'd give SAFO readers an update on Mig Mania - The Book.

"Things are going rather well. I have been gathering quite a bit of new material and have been promised a lot more. I have run down some interesting MiG photos and color schemes, ones that will surprise some people. I have schemes for Ethiopia (MiG-21MF), Mali (MiG-17F), Afghanistan (MiG-21MF & MiG-21U), South Korea (MiG-15), North Korea (Shenyang F-6), an Egyptian MiG-21MF with kill markings, and a partial for an Angolan MiG-17F. All of these have never been illustrated before. I am currently working on the paintings that will appear in the books along with gathering photos and writing the text. Some of the stories of MiG combat in Africa will surprise you. I'm sure in a number of cases, some people will not even know that the countries in question exist much less that their MiGs flew combat.

"Some areas are nearly complete as far as photo coverage, or will be in the near future. I have Pakistan completely covered, unless the rumor of Shenyang F-7s is true. Finland is complete. Egypt (post 63 war) is complete except for photos of the early bare metal MiGs.

Libya is complete, including MiG-23 and -25s, except for a LAAF MiG-21. Most Eastern European countries are pretty well covered with more material promised. I have possible contacts in Bangladesh and Cambodia (all I need for Cambodia is a Pol Pot Shenyang F-6 and the newly delivered MiG-21MFs). The only areas that are really suffering is Africa, Vietnam, and Laos. I know that the French seem to have much better access into Africa and they do publish photos of African MiGs from time to time, but contacting the authors/photographers of these articles has proven to be impossible. If any French members can assist in this area, please contact me. I will trade Squadron/Signal books for photos.

"Squadron/Signal has authorized this material as two books in their Special line. At the present time, each is planned to be an 80 page book with 16 pages of color divided between color photos and artwork. This means approximately 180 different MiG color schemes!

If any SAFCH member wishes to assist with this project and has any non-Soviet MiG photos or information of MiG use in a particular country, I would appreciate hearing from them. I wish to make these two books the definitive work on the MiG series in service, so any piece of information may prove useful. Who knows, that one little piece of information you have may be just the thing needed to complete the picture on a particular country."

Nick Waters III (SAFCH #2), 5509 Darby Lane, The Colony, TX 75056.

RAILROAD COLORS AND FS595 EQUIVALENTS

"Well, it is hard to believe that we are into volume thirteen of the SAFO journal. I wonder how many of us have the full set from Vol. 1, No. 1? And the hobby has come a long way also. How many of us would have ever believed that we would see a major manufacturer releasing something like to radial engine He-70 in Hungarian markings? Or, better yet, the wonderful kits our Czech and Polish friends are doing?

"I have an odd research question. My other hobby is HO scale trains and, appropriately enough for a SAFCH member, I model the German State Railways (Deutsche Reichsbahn) of the 1930s. Most passenger cars are sold in contemporary paint schemes. As I need to backdate the color schemes, repainting is required. As you know, the German equivalent of our FS595 is the RAL system (RLM during WWII for the military). Do you have any FS595/RAL conversion data? What I especially need is the 595 equivalent of RAL 6008 (braungrun) and RAL 6009 (flaschengrun).

While on the subject of colors, you might consider making an editorial comment to the effect that people submitting color schemes are welcome to suggest their best judgement of the 595 number more closely approximating the color, e.g., the North Vietnam Albatros in 'dark green and dark brown' sounds like a WWII Spitfire! Knowing how hard it has been to come to any agreement on just what shade the 1939 Polish green/khaki was, I know how frustrating such an editorial request might be. So, use your best judgement on whether to ask contributors to suggest 595 equivalents."

George J. Stein (SAFCH #83), Western College, Miami University, Oxford, OH 45056.

[Editor's note: You said it better than I could, George. All I can add is that a good guess at a FS595 equivalent is better than no information at all.)

AEROSPATIALS ALOUETTE III

SAFO RESEARCH PROJECT PROGRESS REPORT

When I first reviewed Heller's 1/72 Alouette III and made a few profiles for Pri-Fly, I had no intention of making a full-fledged SAFO research project out of it. But the information pouring in as a result of the 21 profiles in SAFO #46 has forced my hand. Santiago Flores, Dan Hagedorn, Jorge Panchana and Joe Turner have sent photos and data from their files; Colin Burgess even drew up new profiles and provided copies of others to be turned into SAFO art.

My friend Hubert Cance has really taken the task to heart. He started the list of Alouette III users, and he has drawn up 28 profiles of his own with extensive color notes. As soon as I get these notes into the computer, I will submit Hubert's excellent drawings to Jim so that you can all appreciate them.

The enclosed table lists 98 potential users in 77 countries. Warplanes #76 mentions that 60 military users in 74 countries received Lark III's from French production. A "?" next to the country means that the country is mentioned as an Alouette III user in one source, but I have not had further verification. So if anybody knows anything about Australian, Cambodian, Israeli, Soviet, or Vietnamese Larks, please get in touch with us.

The "Type" refers to the specific Alouette III variant(s) utilized by each service. Here, a "?" indicates conflicting information or an assumption on my part [i.e., Venda probably obtained its Larks from the SAAF, so they would be SA.3160's]. A brief explanation of types follows:

SA.3160 - first production version
SE.3160); first flew 28 February 1959
SA.316B - major French production version;
strengthened transmission; introduced late
1970

AEROSPATIALE ALOUETTE III - INTERNATIONAL COLORS & MARKINGS

Country	Service	Type	Data On File	SAFO
Abu Dhabi	Air Force	SA.316B	*	#46
Algeria		SA.316B/IAR-316B (?)		
Angola	Air Force	SA.316B, IAR-316B		
Argentina	Navy	SA.316B	@3	
Australia (?)				
Austria	Army	SA.3160	*	#46
Bangladesh	Defence Force	SA.316B		
Belgium	Navy	SA.316B	@2	
	Civil	SA.319B	@	
Bophuthatswana	Defence Force	SA.316B	@	
Burkina Faso	Air Force	SA.316B		
Burma	Air Force	SA.3160	@	
Burundi	Air Arm	SA.316B		
Cambodia (?)				
Cameroon	Air Force	SA.316B		
Canada	Coast Guard	SA.3160/316B	@2	
Chad	Air Force	SA.316B		
Chile	Navy	SA.319B	@	
Congo	Air Force	SA.3160		
Denmark	Navy	SA.3160	*	#46
Dominican Republic	Air Force	SA.3160/316C (?)		
Ecuador	Air Force	SA.316B	@3	
	Army	SA.316B		
	Navy	SA.319B	@	
El Salvador	Air Force	SA.316B		
Ethiopia	Air Force	SA.3160/316B		
France	Air Force	SA.319B		
	Army	SA.316B		
	Navy	SA.316, SA.319B	@3	
	Civil	SA.316		
Gabon	Air Force	SA.316B, SA.319B		
Ghana	Air Force	SA.316B		
Greece	Navy	SA.316B/319B (?)		
Guinea	Air Force	SA.316B		
Guinea Bissau	Air Force	SA.319B		
Guyana	Defence Force	SA.316B	@2	
Hong Kong	Aux Air Force	SA.316B		
India	Air Force	SA.316B, HAL Chetak	@ *	#46
	Army	HAL Chetak	*	#46
	Navy	HAL Chetak		
	Coast Guard	SA.316B	@	
Indonesia	Air Force	SA.316B		
	Army	SA.316B		
	Navy	SA.316B		
Iraq	Air Force	SA.316B	@	
Ireland	Army Air Corp	SA.3160	@2 *	#46
Israel (?)				
Ivory Coast	Air Force	SA.316B		
Jordan	Air Force	SA.316B/316C	*2	#46
Laos	Army			

SA.316C - uprated engine; introduced 1972
SA.319B - Astazou turboshaft-powered version,
often navalised
HAL Chetak - SA.316B license-built by HAL in
India
IAR-316B - SA.316B license-built by ICA in
Romania

The "Data" column catalogs color scheme information in my files. An asterisk (*) means that the information has already been published in SAFO; the appropriate SAFO issue # is in the last column. An "at" sign (@) indicates information currently on file from which a color-annotated profile can be created. A number following the symbol indicates the number of different schemes available. In no case are all schemes assumed to be cataloged - an indicator means we have at least one representative scheme to draw from. All the unfortunate blank spaces show areas where we have no color scheme or markings information; these are the places where we need more research help.

The list has been compiled from Warplane #6 & #76, Interavia 5/82, and The Visual Encyclopedia of All The World's Air Forces (Elsevier) via Hubert Cance, and Military Aircraft of the World (Gant), Helicopters and Other Rotorcraft Since 1907 (Munson), along with various issues of Air International from my own files.

You will soon be seeing Hubert Cance's 28 profiles. In the meantime, I will be re-drawing my own base profile and working on the 33 or so outstanding schemes with "Data On File". If you have any information, clarifications, photos, schemes, etc., please contact the AEROSPATIALE ALOUETTE III SAFO RESEARCH PROJECT at the address below. Thanks for the input!

Bill Devins (SAFCH #557), 107 Troy Hills Rd
Whippany NJ 07981.

AEROSPATIALE ALOUETTE III - INTERNATIONAL COLORS & MARKINGS

Country	Service	Type	Data On File	SAFO
Lebanon	Air Force	SA.3160/316B		
Liberia	Army	HAL Chetak		
Libya	Air Force	SA.316B	*	#46
	Army	SA.316B		
Malagasy Republic	Air Force	SA.316B		
Malawi	Air Wing	SA.316B		
Malaysia	Air Force	SA.3160	@ *4	#46
Malta	Defense Force	SA.316B		
Mexico	Air Force	SA.3160/316B	@2	
	Navy	SA.319B	@	
Morocco	Police	SA.316B		
Mozambique	Air Force	SA.316B		
Nepal	Army	SA.3160, HAL Chetak	@	
Netherlands	Air Force	SA.3160/316B (?)	@8 *	#46
	Army	SA.316B		
Nicaragua	Air Force	SA.316B		
Nigeria	Air Force	SA.316B		
North Yemen	Air Force	SA.3160/316B	@ *	#46
Pakistan	Army	SA.316B		
	Navy	SA.316B/319B (?)		
Peru	Air Force	SA.3160/316B	@	
	Army	SA.319B		
	Navy	SA.319B		
Portugal	Air Force	SA.3160/316B (?)	@3 *	#46
Rhodesia	Air Force	SA.3160/316B	@5 *	#12
Romania	Air Force	SA.3160, IAR-316B		
Rwanda	Air Force	SA.316B		
Saudi Arabia	Air Force	SA.316B		
Seychelles	Air Force	SA.316B	@	
Singapore	Air Def Cmd		*	#46
South Africa	Air Force	SA.3160	@2 *	#46
South Korea				
Spain	Air Force	SA.316B		
	Army	SA.319B	@2	-
Switzerland	Air Force	SA.3160/316B	@2 *	#49
	Civil	SA.319B	@3	
Tunisia	Air Force	SA.3160	*	#46
United Arab Emirates (see Abu Dhabi)				
United States	Civil	SA.316	*2	
Vietnam (?)				
Venda	Defense Force	SA.3160 (?)	@	
Venezuela	Air Force	SA.3160/316B (?)	@	
	Army	SA.316B		
Yugoslavia	Air Force	SA.316B	*	#46
Zaire	Air Force	SA.316B		
Zambia	Air Force	SA.316B		
Zimbabwe	Air Force	SA.3160/316B	@	

ISRAELI SUPER MYSTERE ADDITIONS

"I have some personal comments regarding the Israeli Super Mystere (SAFO #49). While I was serving in the Armee de l'Air in the late '60s and early '70s, the 12e Escadre de Chasse was still flying the SMB-2 for operational training of new fighter pilots. In accordance with a contract between Dassault and IA Industries, our SMB-2s were sent to Israel for major overhaul. In France, such work took only two months, but in Israel it took between four and nine months. What was happening was that these aircraft were being flown in combat by the Israeli. This was allowed because the contract permitted the IDF/AF to use these aircraft when their own SMB-2s were under repair. In the case of the 12e Escadre, six machines never returned and one aircraft came back with battle damage repaired.

"The first camouflaged SMB-2s in the French AF were actually aircraft returned from Israel. This camouflage was later modified with colors more suitable for European service.

"Now for some technical points: (1) English language on the seats is not unexpected since the seats were manufactured by Martin-Baker. (2) The SMB-2 was underpowered, but only in the ground-support role. In the Armee de l'Air, where they were used mainly as interceptors, they were noted for their 'sharp' handling characteristics. During combat training, the SMB-2 could easily out-maneuver the more powerful Mirage III, but only in horizontal evolutions. (3) Airbrakes and undercarriage doors may or may not be retracted on the ground. It all depends on the hydraulic pressure; there were three hydraulic systems in the SMB-2.

"I would be very interested in any information on the flying characteristics of the PW-powered Super Mystere, mostly concerning the longitudinal stability as compared to the SNECMA-powered models."

Daniel Bajno (SAFCH #733), 185 Rue Jean de Gouy, 59500 Douai, FRANCE.

LATIN AMERICAN UPDATE

"Here's an update on the article on the Vultee Vibrator (SAFO #39): the prototype Vultee Model 54A, c/n 141 NX21754 was sold to Peru on 26 December 1940, confirming the data I reported on page 67 of the article. Exactly when the Model number was changed from 51 to 54A still isn't clear.

"I've recently seen photos of T-28s in the markings of the Congo Republic Air Force, reportedly being flown by Cuban mercenary pilots. They had the Congo Republic flag on the fin and apparently were painted grey upper and light grey lower surfaces. Serials (US?) had been crudely painted over on the fins and the Congo Republic AF national insignia appeared, rather small, on the fuselage. The following codes were noted. T-28B: FG+516, FG+067, FG+282, & FG+289; T-28D (or Fennec): FG+563. The '+' indicates the position of the national insignia.

Now for some comments of SAFO #49. The first two Ca-100s for Peru arrived in June 1934 aboard the SS Traviata (along with other types of aircraft). Assembly of the 10 aircraft at the Fabrica de Aviones Caproni Peruana was to have commenced in August 1937, but by May 1939, the first of these was only 80% complete. It is not generally known that these aircraft were equipped with 125-hp Kinner engines, which must

have made them very distinctive in appearance! By 5 March 1940, all ten had finally been delivered, and eight of them soldiered on as late as 1 April 1950 (although not fewer than six were unserviceable). The survivors appear to have then been passed to the Aero Club del Peru, where they were known as 'Cachiento'.

"I would like to endorse the art work of Enrique Pablo de Cabo. It is excellent and I am proud to have two of his drawings on my wall - one of an FAH Corsair and another of an FAH P-47S (which is fiction, but something of a novelty).

"Rather more than 12 Israeli Super Mysteres went to Honduras. I've accounted for 17, and one source suggests as many as 21! I am so glad that the article did not perpetuate the myth that any of these aircraft went to Salvador.

"I am also dubious about the Bolivian AF 'insignia'; frankly I have never heard of this 'unit'. There was a 'unit' insignia labeled 'Halcones' in the FAB, but the color rendition I have looks nothing like what was shown. 'Bateria' has me puzzled, also.

"The drawings of the Argentine AF DHC-3 omitted the 'Fuerza Aerea Argentina' which was stencilled in black near the top of the fuselage above the door area (and opposite side) and under this, in smaller black 'Grupo Aereo 1 - Antartico'. Also, it should be mentioned that the serial was also carried on the leading edge of the wing, about 4 feet out from the fuselage, and the front of the prop was natural metal.

"The Panamanian Otters were delivered in September 1972 not 1942 (Editor's note: My error), and I have confirmed six aircraft (FAP-301 to 306). The fuselage band is not orange but red (same shade as on the rudder and wing tips. Some aircraft do not have the FAP-303 style serial presentation on the fuselage, but have the serial on the cowl and fin. At least one (FAP-302) had a stylized paratrooper on the fin. I've found no evidence linking the FAP Otters with the Costa Rican trio, which have all been identified. Finally, it is probably more accurate to refer to these aircraft as deHavilland (Canada) U-1A-DHs.

"The data on the Argentine Twin Otter is not entirely correct. I photographed all three of the first aircraft delivered in September 1968. They were AE-100 (cn 136) in a very non-standard VIP, AE-258 (cn 138), and AE-259 (cn 140). AE-263 (cn 594) was delivered ten years later, in July 1978. Since then, the Army aircraft have apparently been re-serialized, as AE-106 and 107 are now known, while AE-100 was still current in August 1984 and AE-258 was apparently sold to a civil operator in 1983.

"The Argentine Air Force DHC-6's were ordered in 1967, but delivered in the following order: T-81 (cn 165) 11Nov68; T-82 (cn 167) 13Nov68; T-83 (cn 170) 22Nov68; T-84 (cn 172) 10Dec68; T-85 (cn 173) 21Dec68; T-86 (cn 225) 9Oct69; T-87 (cn 230) 9Oct69. It appears that three other aircraft, acquired for the Argentine Government oil exploration monopoly (YPF), may have been transferred to the FAA (cn 158, 178, & 179) as serial T-90 is also now known, and some of the aircraft have become considerably more colorful in recent years."

Dan Hagedorn (SAFCH #394), 912 Davie Lee, Copperas Cove, TX 76522.



DIE FLUGZEUGE DER K.U.K. LUFTFAHRTRUPPE UND SEEFLIEGER 1914-1918, by Hauke, Schroeder, and Tötschinger. 22.5 cm by 26.5 cm, 224 pages, over 500 photos, 188 color side-view drawings, and numerous scale side-view line drawings. H. Weishaupt Verlag, Postfach 29, A-8047 Graz, Austria. Hardbound Os 690 (\$52.50).

There has long been a need for a comprehensive listing of the aircraft used by the Austro-Hungarian Air Forces in WWI. Recently-published book by Martin O'Connor and the OFH have illustrated the markings and camouflage of Austro-Hungarian fighter aircraft. However, until now, the only publication I know of that attempted to cover all Austro-Hungarian aircraft was an article in the Spring 1961 issue of AIR PROGRESS. Now, the well-known Austrian authors, Hauke, Schroeder, & Tötschinger, have produced a study of apparently every aircraft given an Austro-Hungarian type number in WWI.

The book consists entirely of tables, photos, and drawings. What text there is consists mainly of photo captions, but any loss of information, even for a reader completely unfamiliar with the German-language, will be negligible. If you can read the title of the book, you'll have no problem with the text.

The main section of the book (132 pages) covers aircraft by type numbers: 00. captured aircraft; 01.-010. foreign-produced aircraft; 10. Lohner; 20. Phoenix; 30. Aviatik; 40. Lloyd; 50. Oeffag; 60. Ufag; 70. Fliegerarsenal; 80. WKf; 90. MAG; 100. Thoene & Fiala. Each chapter begins with a table identifying each individual aircraft by type number. This is followed by the main attraction of the book - photos, hundreds of photos of aircraft, many of types that this reviewer has never seen illustrated before. These photos are arranged by type number and are supplemented by scale side-view drawings showing the markings. For this review, space does not allow listing even

the most unusual of these aircraft, but since I have a passion for triplanes, let me test your knowledge by asking how many of these you have heard of the following Dr types: Lohner 111.04, Berg 30.24, Oeffag 50.14, and WKf 80.05? My vote for the prettiest aircraft goes to the Aviatik Leichbaujager 30.40; the ugliest is the Lloyd G-type 40.08.

The second section (16 pages) lists the bases used by the Fliegerkompanien (Flik), Fliegerersatzkompanien (Flek), and Fliegerparks (Flip), and includes 82 side-view line drawings of aircraft carrying Flik markings. The third section (35 pages) covers the "Seeflugzeuge" beginning with a table listing the type number of each individual aircraft operated by the Seeflieger and continuing with another collection of photos and side-view line drawings. A short section (5 pages) on motors follows with table and photos. The final section of the book (31 pages) presents 188 color side-view drawings.

The technical quality of the book is superb (no doubt contributing to the rather substantial cost). The high-quality glossy pages are firmly-bound between sturdy covers. The photos are well reproduced; the line drawings, which appear to be in a single scale, are well executed; and the color side-views, which are also in a single scale, are very well done, although they are not up to the artistic standard of, say, the last of the English Profiles.

It is hard to ask for more from such an excellent book, but the potential buyer should be aware of what is not included. There are no technical data on the aircraft, but I consider this a very minor problem. More important, to me at least, the book does not include any 3-view drawings. This is understandable, since the inclusion of scale drawings probably would have doubled the size (and cost) of the book. (Perhaps the OFH should consider doing a plan-book for Austro-Hungarian aircraft.)

In summary, DIE FLUGZEUGE K.U.K. 1914-1918 is a joy to behold. The enthusiasts interested in WWI British, German, or French would be lucky if they had books as good as this one on their favorite air forces. This book can be unreservedly recommended to any WWI buff you can scrape together the money to cover the cost.

HURRICANE, YAK-1, AND BF-109F DRAWINGS

KLUB 1:72 (Hurricane Mk.1, Yak-1, and Bf-109F), by Gawrych, Zurek, Cieslak, & Kurek. 28 pages, 21 cm by 29.5 cm. Softbound.

"This book, the first in a new series, is intended to enable modelers to super-detail their models. Many of the drawings have been published in the 'Club 1:72' column of 'Skrzydłata Polska' ('Winged Poland'), but there is also a lot of new material. All drawings are reproduced to a constant scale of 1/72nd - the world's most popular scale - except for some details are in 1/48 scale.

"Together with each set of drawings are selected camouflage and markings schemes. For each aircraft, line drawings show the upper and lower plan views and starboard side view, whilst the color plates show the port side view. Each color is given in Polish and, in most cases, the official title in the user's language, as well as the closest Federal Standard 595a equivalent."

The Hurricane is covered in 5 pages of

drawings, the Yak-1 in 4, and the Bf-109F in 7. The color side-view drawings are of 4 Hurricanes (one Finnish), 3 Yak-1, and 6 Bf-109F. The scale drawings are to a very high standard and the color profiles are excellent both in the quality of the art and in the reproduction of the colors. In fact, these are the best color profiles I've seen from Eastern Europe and they are on a par with some of the best produced in West.

This issue is not a particular feast for the SAF enthusiast, nevertheless, it is a very good start. Highly recommended, not only because of the quality of the scale drawings, but also to encourage the continuation of the series. A small number of these books are available from the SAFCH Sales Service at a very reasonable price.

50 CENTURIES OF WARFARE

"I finally completed the first title in my new series "50 Centuries of Warfare", which will eventually run about 30 volumes. The subject of the first title, "The Wehrmacht Strikes 1920-1942", may not be of direct interest to the members of SAFCH (take heart - the next title is "Poland and the Baltic Republics" followed by "Scandinavia", both including material provided by SAFCH members). Most of the work is completed on the second title and it will be published as soon as we get things moving with the series.

"All payments must be in American dollars. The price includes postage in the US, but others must add \$1.00 for postage. SAFCH members will receive a 10% discount."

Ron Tarnstrom (SAFCH #529), Route 1, Box 1, Lindsborg, KS 67456.

[Editor's note: A detailed description of the series and of the first volume follows.]

"The new series, "50 Centuries of Warfare", is the culmination of over thirty years of research into thousands of the most-respected references and authorities, world wide. It will eventually provide 30 volumes of detailed analysis of the development and structure of each armed force. Features include. (1) Orders of Battle: detailed tables of units and their commanders delineate the entire army, navy and air force for each period (not just the units involved in specific battles). (2) Tables of Organization and Equipment: consequent with each change in organization, these tables list units to platoon level, together with the specific quantity, and model, of weapons used. (3) Scale Side-Views of Weapons: visual comparison of weapons is augmented with a table of tactical specifications attached to each drawing in the text (rather than being relegated to a clumsy table at the back of the book). Weapons included are not only those actually used but also those that would have been acquired had not delivery been interrupted by the beginning, or end, of a war. (4) Color Plates: uniforms, flags and national aircraft insignia are presented in color. The limited scope of the first volume results in only 3 uniformed figures, but most titles will have many more. (For example, the second title will have 20 figures in uniform ranging from those of the 17th Century to those of 1989.

"Each volume will be heavily illustrated including photographs and maps of the operations involving each nation's armed forces. The series will also include a

comprehensive text that interweaves the actions of ground, naval and air units into an interesting tapestry of combined operations.

"A mass of information will eventually be provided about nearly every military force to appear on this planet! To make it easily accessible, the books are provided with indices of persons and weapons, a table of contents that includes the photographs and maps, strong pagination, and dates in bold type for ready correlation of events. The material is annotated to authenticate all statements.

"Subsequent titles will discuss Germany (1943 to the present), Poland, Lithuania, Latvia, Estonia, Sweden, Denmark, Finland, Norway, Netherlands, Belgium, Luxembourg, France, Great Britain, Italy, The Middle East, Japan, United States, Soviet Union, etc. All periods, from the beginning of historical records down to the present day, will be covered - and all at a moderate price!"

THE WEHRMACHT STRIKES 1920-1942, Tarnstrom. 125 pages 8.5 inches by 11 inches. Hardbound \$16.95. Softbound \$12.95. Trogen Books, Route 1, Box 1, Lindsborg, KS 67456.

"Half a century ago the Wehrmacht marched into Poland, igniting a conflagration whose embers still glow today. A long-awaited new series, "50 Centuries of Warfare", begins with a volume describing the armed forces that initiated the conflict, together with their development from loser of WWI to scourge of WWII. Chapters are: Weimar Republic, Condor Legion, Munich Crisis, Polish Campaign, Scandinavia, France & the Low Countries, Battle of Britain, Balkan Campaign, Barbarossa, North Africa, and Commerce Warfare.

"Concentrated in 141 large pages are: 36 orders of battle; 23 tables of organization and equipment; color plate of flags, uniforms, insignia; comprehensive description of each campaign; scale side views, with specifications of 62 warplanes, 30 warships, 26 AFVs, 9 artillery, and 7 infantry weapons; maps; and photos."

COLOR GUIDE FOR THE MODELER

IPMS COLOR CROSS-REFERENCE GUIDE, by David Klaus. 8.5 inches by 11 inches, 172 pages, softbound. Non-IPMS members \$19.95 for Guide alone or \$28.95 for Guide and latest FS595a. For IPMS members (include national IPMS Number with order) \$15.00 and \$23.00 respectively. Postage included in US; outside US add \$2.50 for Guide alone or \$3.50 for Guide/FS595a. Payment in US funds by check or money order to: David H. Klaus, 3404 Ramsgate Terrace, Alexandria, VA 22309 (from 15 May 1989).

After many years and many attempts by many different groups, somebody has finally produced a useable "Color Reference Guide". The author deserves our thanks for having the courage to use FS595a equivalents, even if sometimes there is not a "perfect" match. The SAFO has long preached: "An approximate equivalent is infinitely better than no equivalent at all."

The statistics are impressive: 2400 color entries, 63 countries, 14 appendices (500 models paints referenced to FS595a; color entries grouped by equivalent FS595a number; common color scheme quick-reference; ANA (Army-Navy Aeronautical) colors evolution; BS381C colors cross-referenced to FS595a and RAL; US Army Corps of Engineers colors; descriptions of major color standards, etc.).

The main part of the book, the "Color

Tables", occupy 86 pages. Each country has at least one table with some tables separated into time periods. The number of entries in each table varies considerably; some countries have only one entry while others occupy several pages. The entry for Saudia Arabia will give you some idea of the data included and the coverage:

Table 51. Saudi Arabia

Brown	Hunter topsides.	Gloss sand/gloss brown/gloss deep 53 sky blue combination.	
Deep Sky Blue	Hunter undersides.	Gloss sand/gloss brown/gloss deep 53 sky blue combination.	
Sand	Hunter topsides.	Gloss sand/gloss brown/gloss deep 53 sky blue combination.	
BS 381Cr450 Dark earth	-0118 Tornado 105 wrap-around.		240
Brown Special	*30140 F-5E/F.	30140/20400/34079/36822 combination.	112
Ten Special	*20400 F-5E/F.	30140/20400/34079/36822 combination.	112
BS 381Cr361 Light stone	-3448 Tornado 105 wrap-around.	Good match, but should be a bit darker.	240
BS 381Cr641 Dark green	-4079 Tornado 105 wrap-around.		240
Green	*34079 F-5E/F.	30140/20400/34079/36822 combination.	112
Gray	*36822 F-5E/F.	30140/20400/34079/36822 combination.	112
BS 4800+028-053 Black	37038 Tornado 105 wrap-around.		240

The asterisk indicates a color specified in an official document and the references are to articles in SCALE AIRCRAFT MODELLING and MODELL FAN and a Jerry-Smith "Color Chart".

To give some idea of the amount of coverage given to each country, the number of entries for the first few tables are: Abu Dhabi (5); Argentina, WWII (3); Argentina, Current (43); Australia, WWII (72); Australia, Current (53); Austria, Current (34); Brazil (63).

The countries with a large number of references are obviously those where local IPMS groups have assisted the author. For example, Greece receives almost two pages (all on post-war aircraft), and all the information comes from IPMS Greece. Other countries are conspicuous by a paucity of information: Yugoslavia (2); Poland (1); Rumania (1); Peru (3); Hungary (2); and Czechoslovakia (5). Even for those countries with more references, this frequently consists of only a few types aircraft; e.g. Abu Dhabi (Hunter & Alouette) and Thailand (OV-10). This latter may not be as great a problem as it first appears; if you know the colors used on Abu Dhabi's Hunters, in the absence of information to the contrary, you would be justified in assuming that these same colors were used on other ADAF aircraft carrying a similar scheme.

Beside displaying the strength of the Guide, the examples above also reveal its weaknesses: Coverage is generally (and understandably) weakest for the pre-WWII period, and coverage of many small countries is minimal. A technical weakness is that it is frequently difficult to find the table for a particular country. When a second edition is printed, I suggest that the names of the countries should appear at the top of every page.

I know it would be difficult, but the presentation of the information could be greatly streamlined if the author would specify the colors used on a particular class of aircraft for particular time period. For example, it should be possible for the colors of pre-war Czechoslovak aircraft to be divided into maybe two periods: the 3-color scheme used immediately after WWI and the later khaki scheme. Special color schemes used on individual aircraft and variations of the standard schemes can be treated separately. Right now, all this has to be done by the reader.

These small quibbles aside, David Klaus

(SAFCH #891) has produced an outstandingly useful document. David deserves our whole-hearted support. Not only should every SAFCH member have a copy of the GUIDE, but they should consider it a sacred duty to provide David with additional information. I don't know if David wants to produce an expanded edition, but I don't think he has any choice in the matter; he has started something too important to drop now. I'm betting that the input from SAFCH members alone will more than double the entries in the GUIDE.

LOCKHEED U-2R/TR-1

LOCKHEED U-2R/TR-1, Minigraph 28, Miller and Pocock, 8 1/2 inch by 11 inch, softbound, 56 pages, \$9.95.

"Minigraph 28: Lockheed U-2R/TR-1, written by Jay Miller and Chris Pocock, is the most comprehensive and authoritative history of these second-generation variants of the enigmatic U-2 reconnaissance/intelligence aircraft family ever released for public consumption. A detailed study of the design career of these unique aircraft (including the new and still-sensitive C-Span III version) is provided for the first time. Coverage of all performance, mechanical, and hardware facets also are found, with virtually all of the material in this section having never previously been released. Coverage includes the cockpits, landing gear, powerplants, and all other aspects. The book contains over 20,000 words of text, 200 photos (including 8 pages of color), an eight-page fold-out, and detailed multiview drawings and color scheme information."

Aerofax Inc., PO Box 120127, Arlington, TX 76012. Phone 1-800-888-AFAX.

AUSTRIAN AIR LINES

30 JAHRE AUSTRIAN AIRLINES, OFH Sonder-number 16. Österreichische Flugzeug Historiker, Felberstrasse 104, 1150 Wien, Austria.

Twenty-four pages including 18 photos and a table "Die Flotte der Austrian Airlines 1958-1988". Printed on an unusual plastic-like paper with a glossy, but textured, surface that results in a rather limp (physically, not intellectually) publication. Indispensable to the airline enthusiast.

A MAGAZINE FROM PUTNAM

PUTNAM AERONAUTICAL REVIEW, 312 x 237 mm (12 1/4 x 9 1/4 inches) Semi-stiff covers, 64 pages, Numerous photographs and drawings. Sample copy £ 4.00; Annual subscription (4 issues) £ 16.00 (\$33.00 USA).

"The Putnam Aeronautical Review will be the leading international journal devoted to the design, development and service history of the world's aircraft. It will not be narrowly specialist in content and will range from the embryonic beginnings of the air industry in the early years of this century to the present day. Aircraft and power plants will provide the main topics for detailed articles. Armament and weapons systems of military aircraft will provide material for detail study and analysis. In addition to full-length articles, perhaps spread over several issues, the journal will publish shorter case studies of pioneer concepts and techniques, unbuilt projects, variants, one-offs, prototype designs and similar matters. Photographs and clear

line drawings will be abundant in each issue. The journal will welcome contributions from authors of all nationalities.

"Issue Number 1 May 1989 will include: The Vickers VC10 and Super VC10, Why Winglets, The Istres-Damascus-Paris Air Race, and Regional Airports Liverpool, Speke. In forthcoming issues: Grumman Aircraft of the RN in WW2; Outbreak of World War Two: The Paper Tiger goes to War, AASF Goes to France, Westwards to Whitechurch, Poland: The Luftwaffe Strikes."

"Send remittance to Putnam Aeronautical Review, Conway Maritime Press Ltd., PO Box 10, Teignmouth, Devon, TQ14 9HH, ENGLAND."

AUSSIE MODELLING MAGAZINE REVISITED

PLASTICS MODELLER, A\$2.70 per copy (annual subscription A\$26.00 for six issues) from ROPOMOD Productions, PO Box 30, Tullamarine, Victoria 3043, Australia.

Fair dinkum! Australia's first magazine devoted entirely to plastic modeling (modelling?) is here.

PLASTIC MODELLER is brand new, and superb. We're talking detail. We're talking extensive kit reviews, including kit corrections, along with comments on aftermarket decals for the kits reviewed. The editors have taken a smart approach to organizing the articles. Most begin with a short historical overview followed by a kit (and decal, if applicable) review. I like this format because it gives us all we need in one quick shot.

In all, this is a great first effort. Seriously consider getting a subscription - or at least buy every single copy you can!

David H. Klaus (SAFCH #891), 3404 Ramsgate Terrace, Alexandria, VA 22309.

(Editor's note: A listing of the contents of this first issue appeared in SAFO #49, so I've omitted this part from David's review. However, I thought you would like to see David's comments since they provide a second opinion of this excellent publication.)

BELGIAN AIR FORCE DECALS

BELGIAN AIR FORCE decals from DACO & Vergauwen Products.

It was with considerable excitement that I learned through the IPMS-Belgium's newsletter that Danny Coremans, the man who does many of the absolutely gorgeous 1/48 drawings for KIT, has released a series of 1/48 and 1/72 decal sheets and specialist paints for Belgian subjects. All sheets listed below are available in 1/72 as well, and some in 1/32. Write to Danny, at the address below, for a complete list.

Now I have them and I'm even more excited, even though they are a bit short of perfection. It is important that we modelers support folks like Danny who are going out on a financial limb to offer special products like these. We also owe it to our members to "call 'em like we see 'em", so here goes.

First, each sheet is definitely useable! Instructions are offered in English, French, and Flemish on most sheets. Many of the decals use the "sandwich" principle, where multicolor decals require you to individually sandwich several layers to make one insignia, like HisAirDec of old. This has the advantage of avoiding registration problems so common in kit and some specialist decals, but, of course, makes for thicker decals. On some of the sheets all markings are printed on a single

sheet of clear decal film, which requires each be carefully separated from the others before soaking.

The only unfortunate thing about these sheets is that in some cases too coarse a grade of silkscreen was used, especially on the earlier sheets, which gives a ragged color edge to the markings. The overall quality of these sheets is very comparable to the WWI decals by Americal/Gryphon. Below is a listing of those sheets I ordered and my evaluation of each.

#4801, Belgian AF Cocardes, 120 Fb (Belgian francs). This 3" x 6" sheet contains cocardes and fin flashed for one each of the following aircraft: F-16, Mirage, F-104G, Alpha Jet, and C-130H. A very good sheet, although the color edges are slightly ragged.

#7202, Belgian F-16 Serial Numbers, 90 Fb. This 3" x 4" sheet had lots of letters and numbers in 1/72, 1/48, and 1/32 scale, enough for numerous kits in each scale. Color edges on this sheet are relatively sharp.

#4803, Belgian F-16 Squadron Insignia, 150 Fb. This 7" x 3 1/2" sheet features insignia for one aircraft from each of the following units: Florennes - 2 Squadron; Kleine Brogel - 23 and 31 Squadrons; Beauvechain - 349 and 350 Squadrons and 1 Wing OCU. Although you'll have to apply up to four layers of decals for some insignia, they appear quite thin and sharply printed and should look great on your models.

#4804, Belgian Mirage/C-130 Squadron Insignia, 120 Fb. This 3 1/2" x 2" sheet (plus several tiny correction pieces) has insignia for a C-130H of 20 Squadron (and HS 748, B-727, Falcon 20E, and Merlin IIIA of 21 Squadron) at Melsbroek. Mirage squadrons covered are: Bierset - 1 and 8 Squadrons; at Florennes - 41 (Recce) and 2 Squadrons. Color edges on this sheet are pretty ragged. Application will be very complicated, and at least two different methods are suggested on the instructions. This is the least well done sheet of those reviewed.

#4811, Belgian Mirage, BA-33 "Blackbird", 120 Fb. This sheet gives all markings for the striking all-black Mirage with yellow "Thistle" markings commemorating the 70th anniversary of 1 Squadron. It's a simple sheet, but extremely sharp. Unfortunately, no instructions accompany the sheet, so you'll require photos from other sources. A small color side-view photo is in the January 1988 AIR INTERNATIONAL, and a color photo appears on the cover of KIT #68.

#4812, Mirage 5BA, BA-43 "Milky Way", 270 Fb. This 6" x 9 1/2" sheet has complete markings for 2 Squadron's 70th Anniversary aircraft, a beautiful two-tone blue (FS15090/FS15180) with a huge red/yellow shooting star on each side of the fuselage. This is my favorite sheet of them all and is very well printed. Danny also has the two shades of blue enamel paint in 1/2-oz (15-ml) bottles at 45 Fb each. Detailed 1/48 drawings of this scheme can be found in KIT #68 and two large full color photos appear in the November 1988 issue of SCALE MODELS INTERNATIONAL. A small color side view photo is in the January 1988 AIR INTERNATIONAL.

#4813, Belgian F-16A, FA-49 "Blue Falcon", 230 Fb. This 11" x 4 1/2" sheet has the striking Goedengad (mace) of 49 Squadron's 45th anniversary commemoration scheme. The RAL 5012 Lichblau (light blue) paint used is also available at 45 Fb. Detailed 1/48 drawings of this scheme can be found in KIT #70, and two full color photos appear in the September 1988

issue of SCALE MODELS INTERNATIONAL. A small 3/4 rear view color photo is in the November 1988 AIR INTERNATIONAL. Definitely worth having!

The decals and paints can be obtained from Danny Coremans, Provinciestraat 8 te, B-2018 Antwerpen, Belgium. Payment is by IMO only. Since the prices do not include postage, it's probably best to write first to be sure of sending enough money. (Editor's note: Be sure to mention the SAFCH.)

Davis H. Klaus (SAFCH #891), 3404 Ramsgate Terrace, Alexandria, VA 22309-2142.

FINNISH Bf-109G DECALS

FINNISH Bf-109G-6, 1/72-scale decals by InSCALE 72; #AC002.

"I love it when I can write favorable reviews! This second sheet from the Finnish decal firm of InSCALE 72 covers Finnish Bf-109G-6s in service between 1944-54. The 4" x 4" sheet contains enough serial numbers and squadron insignia for nine aircraft including one with the toned-down swastika insignia (medium blue on light blue-gray) and one with the blue/white/blue roundels of the post-war period. Everything is in perfect register, even when viewed under a magnifying glass. The two-page instruction sheet, in English, clearly shows proper decals locations and color schemes. One small note: while RLM 04 Gelb was usually used for the Eastern Front markings, occasionally the Finnish "Keltainen" (yellow, similar to FS13655) was used instead.

The other sheet available from InSCALE 72 is #AC001, which covers nine Bf-109G-2s in Finnish service. Sheets scheduled for release in 1989 include #AC003 covering 11 Finnish Mercury-engined Fokker D.XXIs and #AV004 covering nine Finnish Wasp-engined Fokker D.XXIs. Like the subject sheet, they ought to be winners!

OK, from whom and for how much? Well, currently no US distributor carries these decals, so you'll have to write InSCALE 72 Productions, PL 54, 00410 Helsinki, Finland, for pricing details. Be sure to include two IRCs for a reply. These sheet are really great, and some US distributor really ought to pick them up. Are you listening, Squadron Shop?

Davis H. Klaus (SAFCH #891), 3404 Ramsgate Terrace, Alexandria, VA 22309-2142.

LUBLIN R-XIII IN 1/48 SCALE

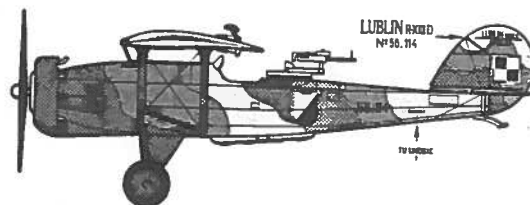
LUBLIN R-XIII, 1/48-scale, injection-molded kit, by Spojnia.

Hot on the heels of their kit of the 7TP tank in 1/35 scale, the Polish firm of Spojnia has released their first aircraft kit, the Lublin R-XIII. The kit includes parts to make either a wheeled R-XIIID or the float-equipped R-XIIIG/hydro. My Polish friend sent me two pre-production samples of this kit, and I'd like to share my experiences with SAFO readers.

Molded in soft white plastic, the kit is very reminiscent of the Merit/Impact 1/48-scale biplane kits with slightly finer details. For example, the 7.7-mm Vickers gun is a little gem and I will probably hijack one for my 1/48-scale vacuform kit of the PZL P-46 Sum.

The kit comes with good interior detail, including molded-in ribs and cross braces, nice seats, and an acceptable instrument panel and control column. I detailed the interior by adding a floor, firewall, scratch-built

instrument panel, throttle quadrant, switches, hand pump, reworked seats, rudder bar, control-column rocker bar, control wires, instrument cabling, various fittings, additional bracing, and additional ammunition drums borrowed from the Merit kit of the DH-2. I would appreciate hearing from anyone having information (especially photos) of the radio installation in the R-XIII. I painted the cockpit floor natural wood, the fabric a light tan, the seats brown, and the instrument panel aluminum with black bezels and dials with white details.

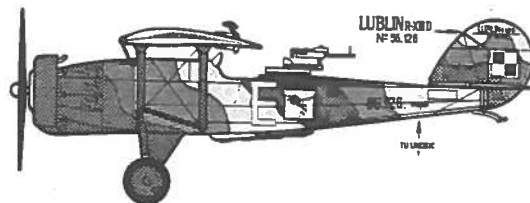


The overall dimensions differ slightly from published sources and the taper of the leading edge of the wing appears different from the drawings of the R-XIIIG/hydro in "Samoloty Wrzenia 1939" by Gajkowski and Jurkiewicz. These differences are minor and will not be noticed on the finished model.

For reasons known only to the mold maker, the wing is split on the center line, and the left wing is thicker than the right wing. [Editor's note: this may be only a problem with the pre-production kits; the wings on the two kits I have look OK, but I haven't built them.]

The 'fabric' detail molded into the kit is overdone as usual and will have to be sanded smooth. The wing will also benefit by thinning down the trailing edge and tips. This also applies to the trailing edges, leading edges, and tips of both the vertical and horizontal tail surfaces.

After the wing and fuselage are complete, some drilling is required, includes all rigging holes, drilling out the pipe located on the fairing on the left underside of the nose, and drilling an additional hole on the top of the left side of the nose to accept a pipe, which could be made from sprue, polyrod, or stainless tubing. The holes for the pilot's step should be filled and the step replaced with fine wire. For the floatplane version, the holes for the tail skid will have to be filled and grab handles made from fine wire added.



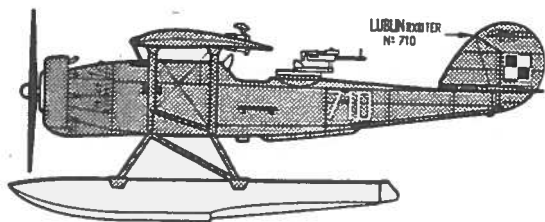
Some problems were encountered in fitting the wings, struts, and fuselage. As usual, with biplanes or any strut-mounted wing, the modeler should make a jig to facilitate final assembly. For the main wing struts, fill in the locating holes on the wing and drill new ones 1 or 2 mm in towards the fuselage. This is imperative if the struts are to fit. I wound up installing steel pins in the ends of these struts to serve as attachment points. Some of the smaller struts are best replaced by polyrod and smaller strut stock.

The nine-cylinder engine is nicely done. Since the face plate is molded with the cooling

slots closed, if you wish to show them open, drill the holes out after first thinning the inside of the face plate for a more scale appearance. Also, you will have to detail the crankcase where it shows through the holes. The separate exhaust stacks should be opened and the mold lines removed. Details such as wiring, etc. can be added to the engine.

If you build the float version, the struts are totally inadequate to support the weight of the model. I had to cut a trough down the length of the struts between the floats, insert a brass rod in the trough, crazy-glue it in, and then sand to shape. Also for the float version, three formation lights on tiny struts should be added to the wing; one on each tip and a third near the center line offset slightly to port. Another light is mounted on the rudder. Many float-equipped R-XIIIs had two venturi tubes located on the port side of the fuselage; I made these from the flash guards found in the Monogram kit of the P-38M night fighter. The slat which serves as a small maintenance platform on the port side of the fuselage should be replaced with a thin strip of plastic stock. All control horns should be thinned or replaced.

One question regarding the R-XIII is the function of the fairing with the four rectangular 'blobs' located on the bottom of the fuselage. The instruction sheet describes it as an "Element Kadluba" which my Polish friends translate as the "main exterior support". Is it a bomb shackle, a fairing for the message pick-up gear, or, perhaps, a fairing with lights (the blobs)? There are no close-up photos in any of the references I have; any detailed drawings or close-up photos would be appreciated.



The kit provides markings for two R-XIIID 'wheeled' versions: serial 56.126 from the 26 Eskady, Krakow, (Wasp insignia) and serial 56.114 from the 13 Eskady, Warsaw (red/white shield). Also included are markings for a float-equipped R-XIIIter/hydro serial '710' which belonged to the Morski Dyon Lotniczy and was based at Puck. To model the R-XIIIter/hydro, simply replace the control column with a control wheel.

In painting the R-XIIID, I used the following mixes for the camouflage colors: Green - Tamiya ZF-11 Japanese Green lightened with white; Ochre - Poly-S Midstone; Brown - Poly-S Roof Brown with Poly-S Red and Poly-S Yellow; Blue Undersides - Poly-S Heiblau 65 darkened with blue and a touch of black. For the float version, my Polish friend advises that FS595 36440 is a close match for the grey used on Polish maritime aircraft. I lightened this with white to get the right effect. The grey depicted in the English Profiles is close to this color, but the TBU interprets the maritime grey to be more like German RLM 02 with a greenish cast. Again, any information would be appreciated.

Any one attempting to build this Polish Falcon would be well advised to obtain both the English Profile #231 and the Polish TBU #65.

The TBU offers useful photos of the beaching 'dolly', as well as interior photos. One interesting interior shot raises a question about the instrument panel: It shows the instrument grouping as a mirror image of that supplied in the kit. The question of which is reversed, I will leave to others with better reference material.

All in all, I enjoyed building these two R-XIIIs and would recommend the kit to any Polish aviation buff or quarter-scale stringbag builder. The conversion potential is great, and I certainly see a model of Major Karpinski's "Niebieski Ptak" (Blue Bird) in my collection's future.

Michael Dobrzelecki (SAFCH #682), 1720 Long Hill Rd., Millington, NJ 07940.

SU-7BLK IN 1/72 SCALE

SUKHOI Su-7BKL, 1/72-scale injection-molded kit. Kovozaody Prostejov.

The long-awaited KP kit of the Su-7 has finally arrived, and it has been well worth the wait. For this kit, KP has reverted to their "classic" blue box which is much more suitable for kits than the flat box they used for their La-5 and BH-3. The box is substantial and protects the parts well. The box-top painting, by renowned artist J. Velc, shows a camouflaged Czech Su-7BKL taking off, while the side panels provide side views of Polish and Soviet aircraft in bare-metal color schemes.

The 89 flash-free parts are on three frames of light grey styrene and one of clear styrene. The clear parts consist of alternate canopies (open and closed), the HUD screen, and landing lights. There is a little frame with 2 parts for a Su-7 in 1/200 scale, but this will be considered as a toy by most modelers. (Editor's note: Some modeler will probably convert this into a prize-winning model with interior detail and exposed engine.)

The shape of the kit is accurate except for the wing which should be approximately 1 mm longer in span and a little more rounded at the tips. Surface detail, although of the raised variety, is correct and accurate except for the external piping on the fuselage below the wings which should extend about 3 mm towards the rear. The positions of all the separate air intakes are indicated by chevrons. The position of part 41 (an air intake) is incorrect; it should be about 20 mm further to the rear. Parts 42 should be symmetrical on the fuselage halves. All intakes will need to be opened up. The position of the wing guns is not symmetrical as provided on the kits, but as shown on the drawings furnished with the instructions.

The cockpit interior is quite good, consisting of a floor, side panels, instrument panel, rudder pedals, and a 4-part ejection seat. But, do not try to build it as in Step 1 of the instructions where parts 15 and 16 (the side panels) are shown backwards; Detail B shows the correct positioning of these parts. Decals are provided for both the main instrument panel and the side panels, but the ones for the side panel do not fit. Part 23 (the shelf in front of the instrument panel) must be turned 90 degrees so that its width corresponds to the space between the side panels. Part 24 (the nose) does fit very well and will require putty and sanding for a more accurate shape. The nose cone is too short and not as pointed as it should be.

If the wings are glued to the fuselage

without modification, the correct dihedral angle will not be obtained. To correct this major fault, insert strips of plastic between the tops of the wings and the fuselage until the proper dihedral angle is obtained, then fill and sand.

The undercarriage legs are good, although the nose gear is molded in one piece with the nose wheel. The underwing stores are many, but not without their problems. There are four belly tanks, two FAB-500 (1100 lbs) bombs and some unknown (at least to me) bombs, maybe chemical or napalm. All these are good. The rocket pods, both the UB-16 and UB-32, are not the best, especially in the shape of the nose. These should be corrected after consulting photos or drawings. Be careful on mounting the fuselage and especially the inner wing rails (parts 60 and 61), these are not vertical, but slanted outward by an angle of about 15 degrees.

The decals are quite good, better than usually found in KP kits. There are three color schemes: natural metal overall for Polish AF '354' and Soviet VVS '25', but a full range of numbers is provided in both the Polish and Soviet styles. The box art shows Czech AF '6427' and the drawing in the instructions shows aircraft '6425'; the numbers on the sheet will allow either aircraft to be modeled. There is a lot of stencilling on the decal sheet, but no indication of where it is to go. The box art will be very useful in positioning these decals.

Since the instruction do not include any notes on interior colors, here are the proper colors matched to the Humbrol paint range. Wheel legs, wells, and inside of u/c doors - light grey (HU6); wheel hubs - green (HF2); cockpit interior, including instrument panel and side panels - medium grey (HB3); ejection seat - medium blue grey (HG-3); headrest & seat cushion - brown (HF6); inside of airbrakes - natural aluminum; dielectric fairings & nose cone - green (HF2); and inside of engine intake - dark grey (HN4).

This kit is not without its problems, but there are no basic errors. I can recommend it to any modeler interested in Soviet aircraft in the small air forces.

"I can supply copies of accurate drawings of the Su-7 in both 1/72 and 1/48 scale in exchange for drawings that I need."

Vladimir Stepanek (SAFCH #829), Na Vinici 458, 274 01 Slany, CZECHOSLOVAKIA.

AERO A-100 IN 1/72 SCALE

AERO A-100, 1/72-scale injection-molded kit from KP.

Forsaking the flimsy flat box, KP has returned to a conventional box (with a sturdy sliding cardboard tray) to package their kit of the Aero A-100 (a biplane reconnaissance/bomber that was obsolete by the time WWII began). The kit contains 54 parts in the usual light grey styrene and 3 clear parts (windscreen and two side windows).

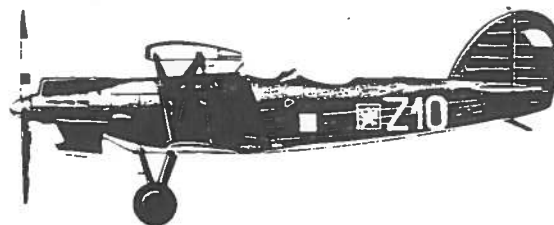
The fuselage halves fit together quite well, but a little filling and sanding will be necessary around the complex engine cowl (parts 4 and 6) and the wing/fuselage joints. Placement of the upper wing is no problem, but time and patience are required.

Surface detail is very good. The cockpit interior is good but rather spartan considering the large cockpit opening. Interior detail consists of 12 pieces plus a twin-barrel

machine gun for the observer. Underwing stores consist of two 200 kg bombs and two 100 kg bombs. The bomb racks are rather simplified, but the bombs are quite good. The instruction sheet is in Czech, German, and English.

The decals sheet provides the insignia for one aircraft, but codes and badges are given for three different aircraft. The color box-top art is a fine portrait of 'L9' with the 2nd Air regiment at Olomouc (blue & white checked Moravian eagle). A 4-view drawing in color on the box shows 'Z10' of the 1st Air regiment at Prague (white Prague lion on blue background). The third scheme, illustrated on the side of the box, is 'C208' of the Military Flying School at Prostějov. Unfortunately, there is no indication as to which aircraft serials (A.100-12, -6, & -09) go with which aircraft. If the training machine is built, the machine gun should be deleted and the back seat should be fitted with a control stick and instrument panel. Both instrument panel are identical and the instruction sheets contains a large scale drawing of this part. The colors are the usual Czech colors for the period - khaki green on top and silver lacquer on the undersurfaces.

By adding such small details as position lights, bracing wires, etc., the modelers will be able to produce an excellent model of an unusual aircraft that could have seen



considerable combat if the Munich Conference had not brought "peace in our time".

This article is an amalgamation of reviews submitted by Vladimir Stepanek (SAFCH #829), Na Vinici 458, 271 01 Slany, Czechoslovakia, and Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, Czechoslovakia.

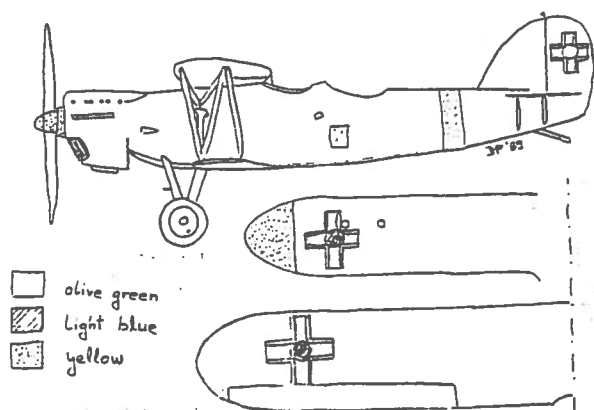
[Editor's Note: If you have any thought about converting this kit into an Aero A-101 and finishing it in Spanish Civil War markings, forget it! While similar in appearance, the A-101 was a much larger aircraft. According to "Ceskoslovenska Letadla" by Nemecek, the A-101 had a wing span of 17.0 m and a length of 12.1 m vice m 14.7 m and 10.6 m respectively for the A-100. The KP kit scales out perfectly with the dimensions of the A-100. (I suspect that the articles in L+K 21/74 and 20/88 are mistaken when they give the length of the A-100 as 12.7 m.)]

SLOVAK AERO A-100

After the dismemberment of the Czechoslovak Republic, several Czech A-100 were transferred to the Slovak Air Force in 1939 and they probably saw brief combat against the Soviets in the Ukraine during 1942. The colors of these aircraft were the original Czech olive green on top with the undersurfaces a light blue (instead of the original aluminum). The demarcation line between the colors was identical to that of the Czech scheme. The yellow Eastern Front markings were carried. The Slovak nation insignia (a white outlined blue cross with red center) was applied in the

usual 6 positions. No serials were carried. A good photo of this aircraft appears in William Green's "Warplanes of the Second World War - Vol. VII".

[This information was supplied by Daniel Petz with additional information provided by Vladimir Stepanek.]



HANSA-BRANDENBURG W.29 IN 1/72 SCALE

HANSA BRANDENBURG W.29, 1/72-scale injection-molded kit. Meikraft Models, Preston Hollow Center, 4343 West N.W. Hwy., Suite 1001, Dallas, TX 75220. \$14.95.

You've probably seen the advertisements for Meikraft Models' injection-molded, short-run, 1/72-scale kits. These ads have been running in all the better model magazines both in the USA and England. The choice of subjects has been outstanding, starting with the SB2U Vindicator and Seversky P-35A, aircraft that have been inexplicably ignored by the major kit companies. These ads have shown beautifully-finished models, exploded views with a multitude of parts, and have promised alternate versions, decals, and etched-brass parts. They have also shown a rather high price; e.g. \$13.95 for the SB2U. Now that I have received several Meikraft kits for review, let's see what you really get for your money. Because it is one of their more recent releases and is supposed to have some of the initial bugs work out, I'll start with a review of the Hansa-Brandenburg W.29 monoplane floatplane fighter of WWI.

The kit, which comes packed in a plastic bag, is molded on a two trees of light-grey plastic. As with all short-run injection-modeled kits, the spru and gates are very thick and there is an excessive amount of flash. Be prepared to use a razor saw, not only to cut through the gates, but also to cut through the flash which, in places, is too thick to snap off. Surface detail, consisting of raised louvers and inscribed panel lines, is better than average short-run kits and the treatment of the fabric-covered ribs is appropriately subdued. A few sink marks were present on the floats.

The wing halves (port and starboard) are molded in one piece, but since the W-29 was a monoplane with relatively thick semi-cantilever wings, they appear to be of scale thickness. All parts closely match the Colin Ower's drawings of the W.29 that appeared in SAFO #23. One obvious discrepancy is the wings do not have as sharp a break in dihedral outboard of the strut attachment points as shown on the drawings and as seen in photographs. It should

be possible to correct this, but the necessary surgery would result in the loss of surface detail which would have to be replaced.

The fit of the parts is good, although extensive sanding (a la vacuform) is necessary to get the parts to mate properly. I would have preferred the wings to have been molded in one piece from tip to tip; I much rather fill a couple of gaps on the bottom of the fuselage than to mess around with getting the proper dihedral. Alternate horizontal tails are provided to build either an early or late version machine.

Packed in their own little bag are a spru of clear cast-resin containing the instrument panel and radiator (as replacements for the parts cast in grey plastic) and an etched-brass instrument overlay. I don't consider either of these parts worth the extra cost.

The decal sheet includes 3-color, hexagonal camouflage to apply to the wings, horizontal tail, fuselage deck, and floats. The markings are for aircraft '2512' with narrow, straight crosses and unit (personal?) insignia. Four smaller thick, straight crosses are also included, but I can't figure out what you would do with them. The quality of the decals is excellent, especially the camouflage fabric, but there was a small registration problem between the black and white of the crosses.

The instruction sheet is minimal, but adequate. A short history mentions the aircraft used by Denmark, Norway, Japan, and the Red Hungarians. An extensive bibliography (10 items) mentions the SAFO twice (#16 for Danish machines & #23 for the Hungarian machine). There is the now familiar exploded construction diagram and a useable scale drawing.

The engine, while useable, is best replaced by one from Aero Club. The propeller is good, but Meikraft advertises that they will soon have laminate wood propellers for sale. Where Meikraft really lets the modeler down is in the small parts. The flash is so intrusive that the rudder pedals, steering-wheel type control column, gun ring, exhaust stacks, and machine guns are virtually unusable. All the other parts require the removal of extensive flash before they are useable.

In summary, Meikraft kit of the W.29 is to be complimented for their choice of subject, the accuracy of the parts, the quality of the surface detail, and the quality of the decals. However, the clear resin-cast parts and the etched-brass parts appear to be a gimmick which unnecessarily increases the price of the kit. The most serious problem is the amount and thickness of the flash. If Meikraft can reduce this, these will be truly fine kits. The Meikraft kits are recommended for the experienced modeler with lots of patience, which, of course, means anyone who really has to have a Vindicator (or what have you) in their collection.

Review copy provided by tom Young (SAFCH #56), Research and Development Director of Meikraft Models. Other models already released by Meikraft (to be reviewed in future issues of the SAFO) include Piper Cub L-4; Albatros D-I/D-II; Be-2c.

TSU-CHANG AT-3 IN 1/72 SCALE

TSU-CHANG AT-3, 1/72-scale injection-molded kit from Lo Models, Taipei, Taiwan.

What we have here is a cause for great

rejoicing among modelers; the first kit from a new company. The overall outline of the kit appears accurate with crisp molding and restrained inscribed panel lines. The main wing and lower center section are molded in one piece with nicely detailed main gear wells. In addition to the basic training configuration, an armed configuration is provided for with underwing drop tanks, bombs, and tip-mounted Sky-Sword missiles.

However, all is not sweetness and light. The interior is just a tub with seats and control sticks, but no console or panel details and the wing is configured for the trainer with no locating points for the underwing stores. The instructions include a front view showing stores location, but that's it.

All in all, this kit is an impressive first effort. If future efforts meet or exceed the standard of this kit, modelers will be well served. Given the location of this company and their first subject, is it too much to hope for a A-3 Lui-Meng single-seat attack derivative of this trainer or the recently revealed IDF, now Ching-Kuo, fighter? (Editor's note: How about a Pazmany PL-1A and a T-CH-1?) This kit is available in the USA from APC Hobbies and Squadron Mail Order."

Evan Mayerly (SAFCH #793) 8311 Norwalk Blvd., Whittier, CA 90606.

FROGFOOT AND TUTOR IN 1/72 SCALE

"I just received the new Hobbycraft kits of the Frogfoot (SU-25) and Canadair CT-44 Tutor. Both models look good with finely engraved details, but with poor decals and the canopies are a little thick. The shapes match available 3-view drawings, but the Tutor is a little long when compared to the drawings in AVIATION NEWS.

"The fit of parts on the Frogfoot is pretty bad with lots of putty required. The fit on the Tutor is not so bad. Overall, I would rate the Su-25 a '7' and the Tutor an '8'."

Jorge L. Moreyra (SAFCH #874), 4280 W. 18th Court, Hialeah, FL 33012.

JUNKERS G-24 AND W-34 IN 1/72 SCALE

The instruction sheets for two new 1/72-scale injection-molded kits have been sent to me by Matthias Rothe (SAFCH #865) of West Germany. The first, from VEB in East Germany, is a kit of the Junkers G-24, 3-engine passenger aircraft that was used in Germany, Finland, Greece, Austria, Sweden, Switzerland, Spain, and Hungary. Decals are for one Swedish aircraft 'S-AAAK' and one Swiss aircraft 'CH-132'. As far as can be told from the exploded view, it will be a well-detailed kit with many parts; but they have regressed to moving control surfaces that can cause so many problems. However, if they did a good job representing the corrugated metal, this will be a good kit of a most unusual aircraft.

The second new kit is from RT Model of West Germany and represents another Junkers aircraft - the W-33/ W-34. No exploded view here, but the drawings of the arrangement of the parts on the spru indicate that this is going to be a great kit - if they get the corrugations correct. The Junkers W-33/W-34 saw extensive service with many small air forces including Bolivia, Canada, Czechoslovakia, Finland, Iceland, Portugal, Romania, Slovakia, South Africa, Spain, and Sweden. Perhaps one

of our members would like to do an article on this aircraft. Prices and release dates are unknown.

Matthias also writes: "Metal kits available from the USSR in 1/72 scale include the Jak-3, La-5, Il-2m3, and Beriev MBR-2. Of these kits only the MBR-2 is not available as an injection-molded plastic kit. The MBR-2 cost me 60 DM or about US \$35. If any SAFO readers is interested in obtaining the MBR-2, please send me a cheque for \$40 (\$35 for the kit and \$5 for air mail)."

Matthias Rothe (SAFCH #865), Ringbahnstrasse 72, D-1000 Berlin 42, WEST GERMANY.

(Editor's note: A metal kit of the Yak-3 is in the SAFCH files. I didn't know these kits were so valuable. Anyone want to make me an offer for it?)

PZL P-11a IN 1/72 SCALE

I've received the box art and the decals for the JMK (Poland) vacuform 1/72-scale kit of the P-11A. The decals are for two aircraft: (1) PAF c/n 7.23 of 113 Sqd. (Owl) a/c number "2" with call sign "62 N". (2) Hungarian AF "G.191" with chevron national insignia.

If you remember the SAFO reviews of JMK's Bf-109E and P-51C, their vacuforms put many injection-molded kits to shame, so, you should be able to discard all thoughts of converting that P-11C into a P-11A. A full review will be forthcoming when the kit is received.

FINNISH FOKKER D-XXI CORRECTIONS

The Pioneer 2 kit of the Finnish Mercury-Fokker D.XXI can be improved by correcting the following points: (1) The horizontal tail is 5 mm too short. (2) The exhaust pipes are missing. (3) The Mercury-Fokkers had 'bumps' on the cowl covering the rocker arms. (4) The Mercury-Fokkers had only one machine gun in each wing. (5) All Finnish-built Mercury-Fokkers had an extra window behind the cockpit (see Tietoteos 'Fokker D.XXI' book, page 74). Dutch-built Fokkers (Finnish serials FR-76 to FR-82) did not have this window. (6) The telescopic sight is too long. Most Finnish Fokkers did not use this type of sight. (7) The fuselage is too thin in front of the cockpit as viewed from above. This is 'impossible' to correct. (8) The Finnish-Mercury Fokkers had two air intakes below the front fuselage. (9) The canopy framing is incorrect with the internal turn-over bars molded as canopy frames. (10) Aircraft FR-110 carried the 'Tossing Ram' emblem and not the 'Happy Donkey' emblem provided in the kit. The Donkey was the emblem of the 2nd Flight of Llv 12, while the Ram was the emblem of the 1st Flight. Also, the Donkey did not have a black border as on the decal sheet (see 'Fokker D.XXI' page 79).

It is a great shame that this kit is not better. I hope we do not have to wait another 25 years for a good kit of the Fokker D.XXI.

However, all is not lost. Soon we will have an excellent set of decals for Finnish Fokker D.XXIs. In February 1989, a new Finnish company, Inscale 72, will issue two decal sheets, one for Mercury Fokkers and one for Twin-Wasp Fokkers. I am enclosing samples of their first two decals for Finnish Me-109G-2/6. These are very good except for the price which, because of the limited printing, are about \$6 each.

Martti Kuivalainen (SAFCH #282), Hakalantie 4 B 15, 04200 Kerava, FINLAND.

ENAER T-35 PILLAN

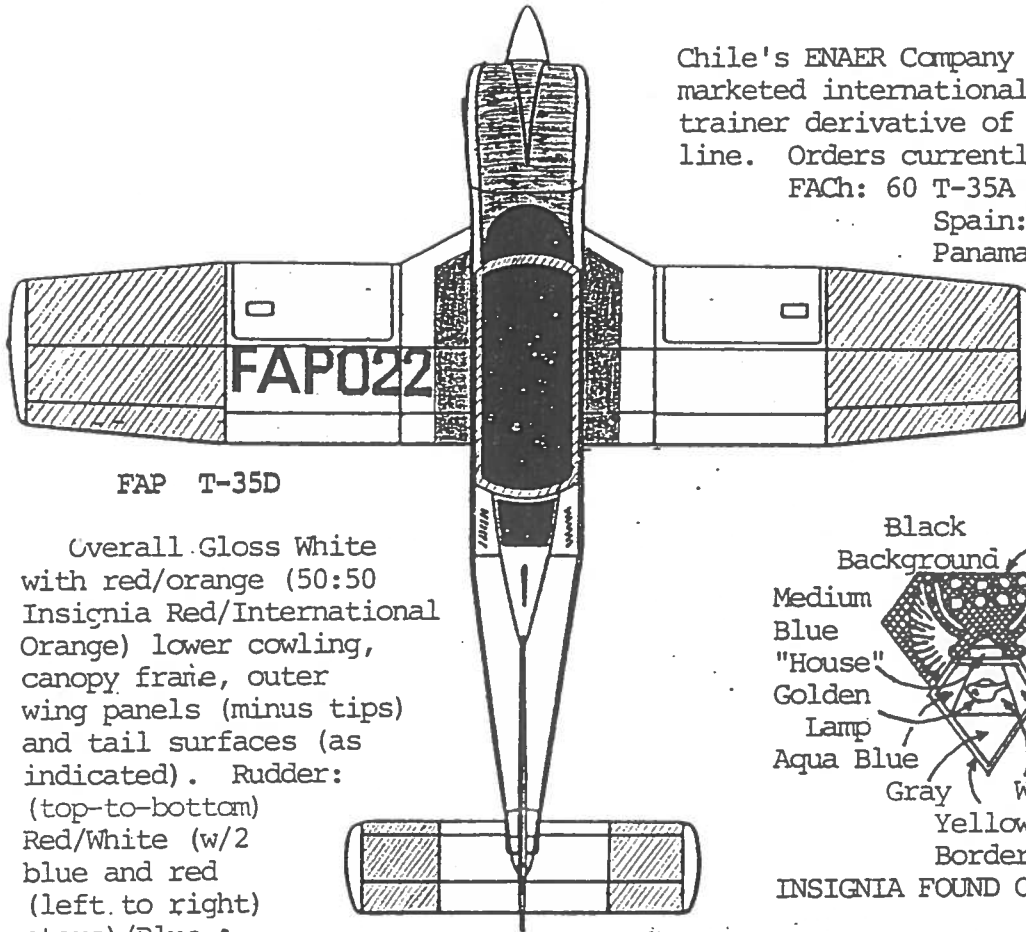
Chile's ENAER Company has successfully marketed internationally its military trainer derivative of the Piper PA-28 line. Orders currently stand at:

FACH: 60 T-35A and 20 T-35B

Spain: 40 T-35C and

Panama: 4 T-35D.

Examples of FACH and FAP Pillans are illustrated here, 1/72 scale.



FAP T-35D

Overall Gloss White with red/orange (50:50 Insignia Red/International Orange) lower cowlings, canopy frame, outer wing panels (minus tips) and tail surfaces (as indicated). Rudder:

(top-to-bottom) Red/White (w/2 blue and red (left to right) stars)/Blue.*

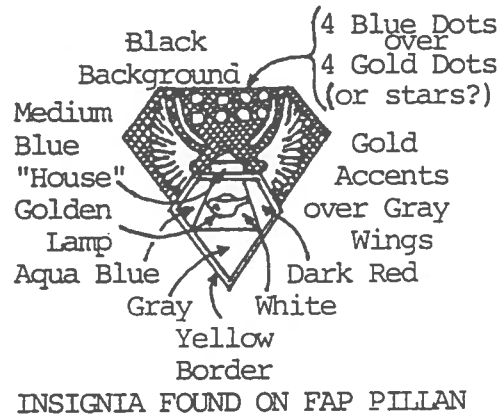
Flat Black Anti-glare panel. Gloss black codes. Silver canopy handle.

Known codes:

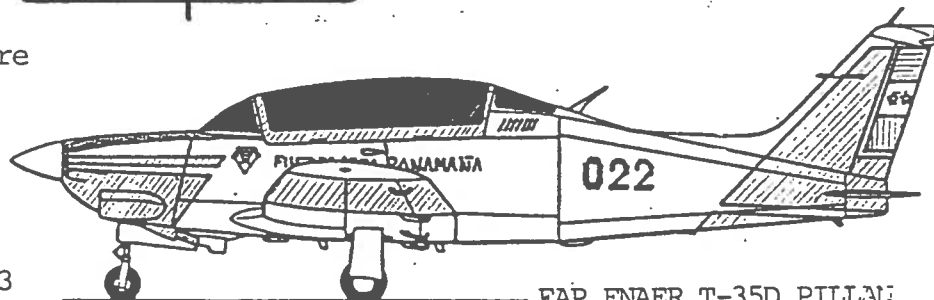
FAP-020, FAP-022

Ref: IDR Vol 21/#10

Oct 88, pg 1333



INSIGNIA FOUND ON FAP PILLAN



FAP ENAER T-35D PILLAN

FACH T-35A

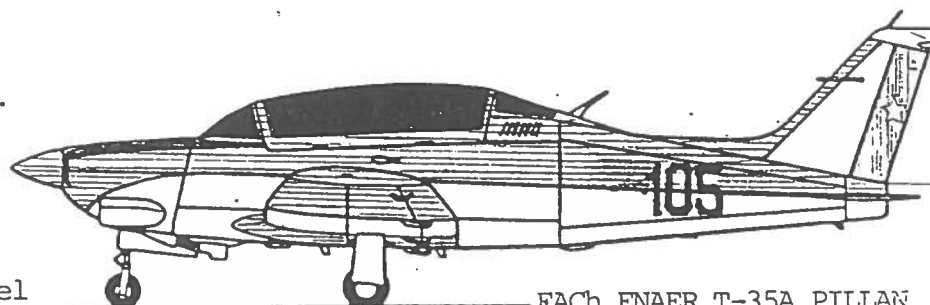
Gloss Insignia Red over Gloss White.

Red Spinner, Wing Root and Outer Wing Panel (incl tips).

Insignia Blue Rudder w/ White Star. Flat Black Anti-glare Panel

Gloss Black Codes.

Ref: AI Vol 28/#4, Apr 85, pg 208



FACH ENAER T-35A PILLAN

Douglas Dildy (SAFCH #884), PSC Box 10162, APO NY 09012. See letter on page 38.